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NYSAA

EMPIRE STATE ARCHITECT

CONVENTION ISSUE

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A.H.D.

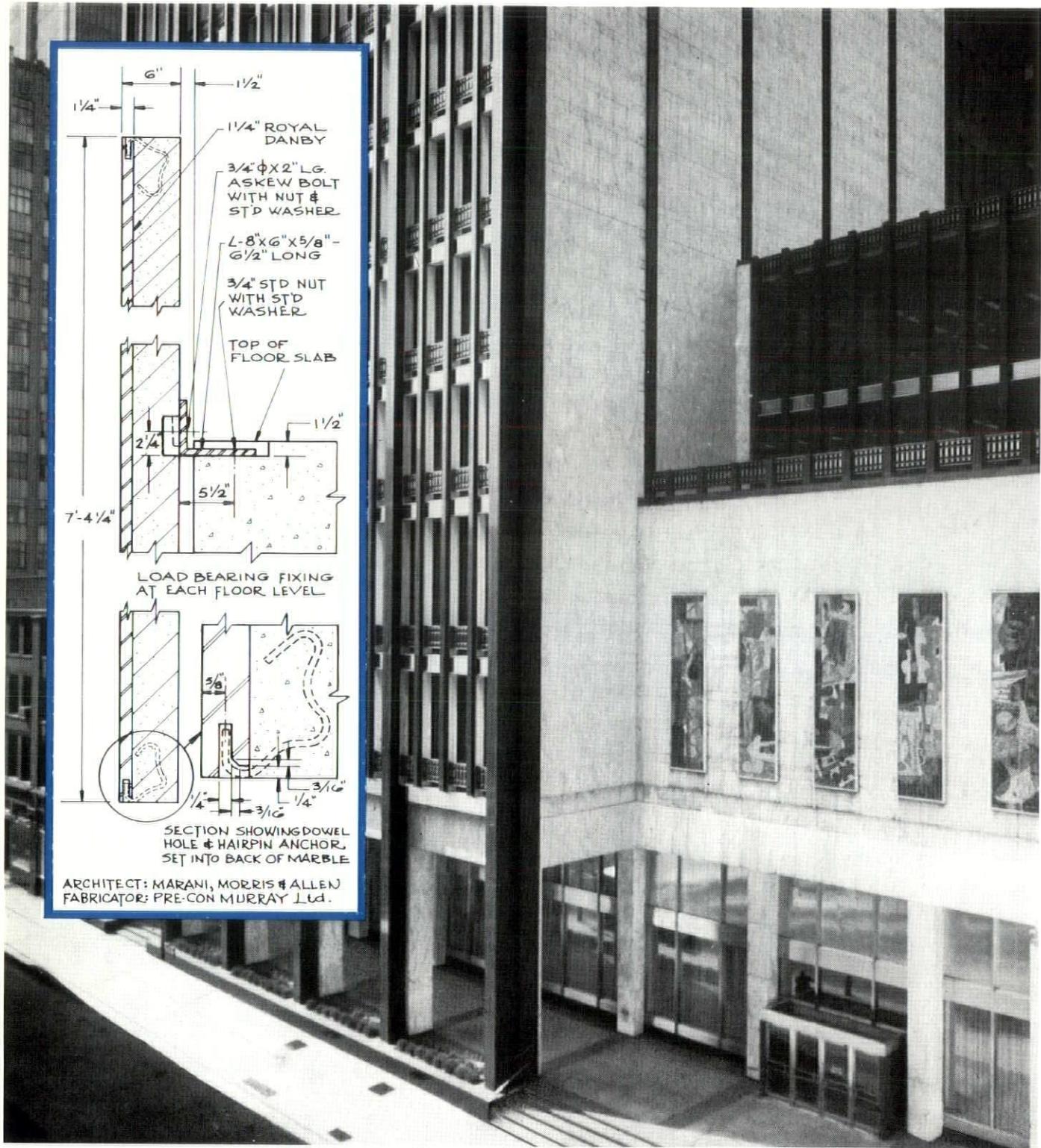
Marble, with its inherent beauty and durability, is now being combined with precast reinforced concrete to form a building panel which greatly reduces construction costs. The example illustrated is the Bell Telephone Building in Toronto. The basic units are 16' x 7', faced with 32 panels of Royal Danby marble. All preparation up to installation of the precast units was off-site work

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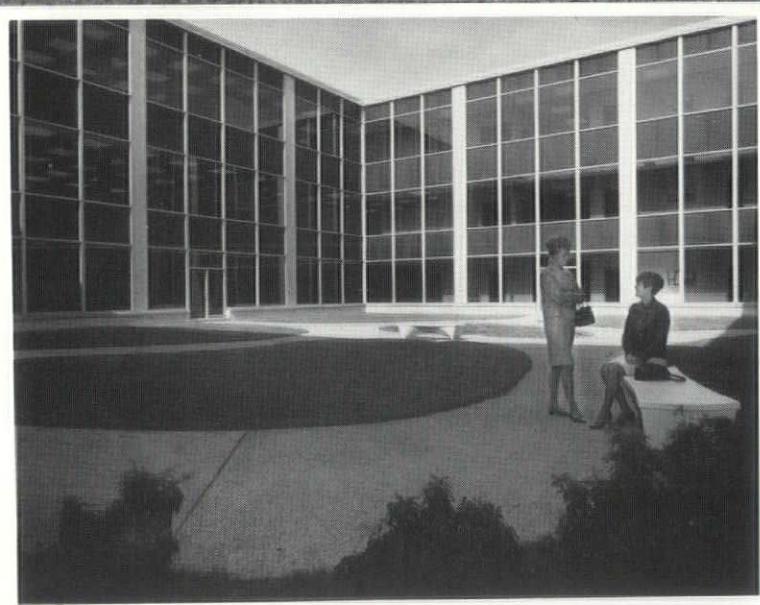


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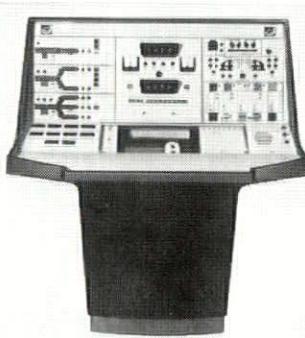
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EMPIRE STATE ARCHITECT

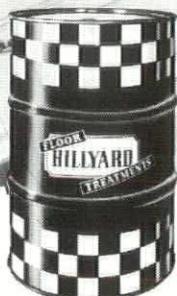
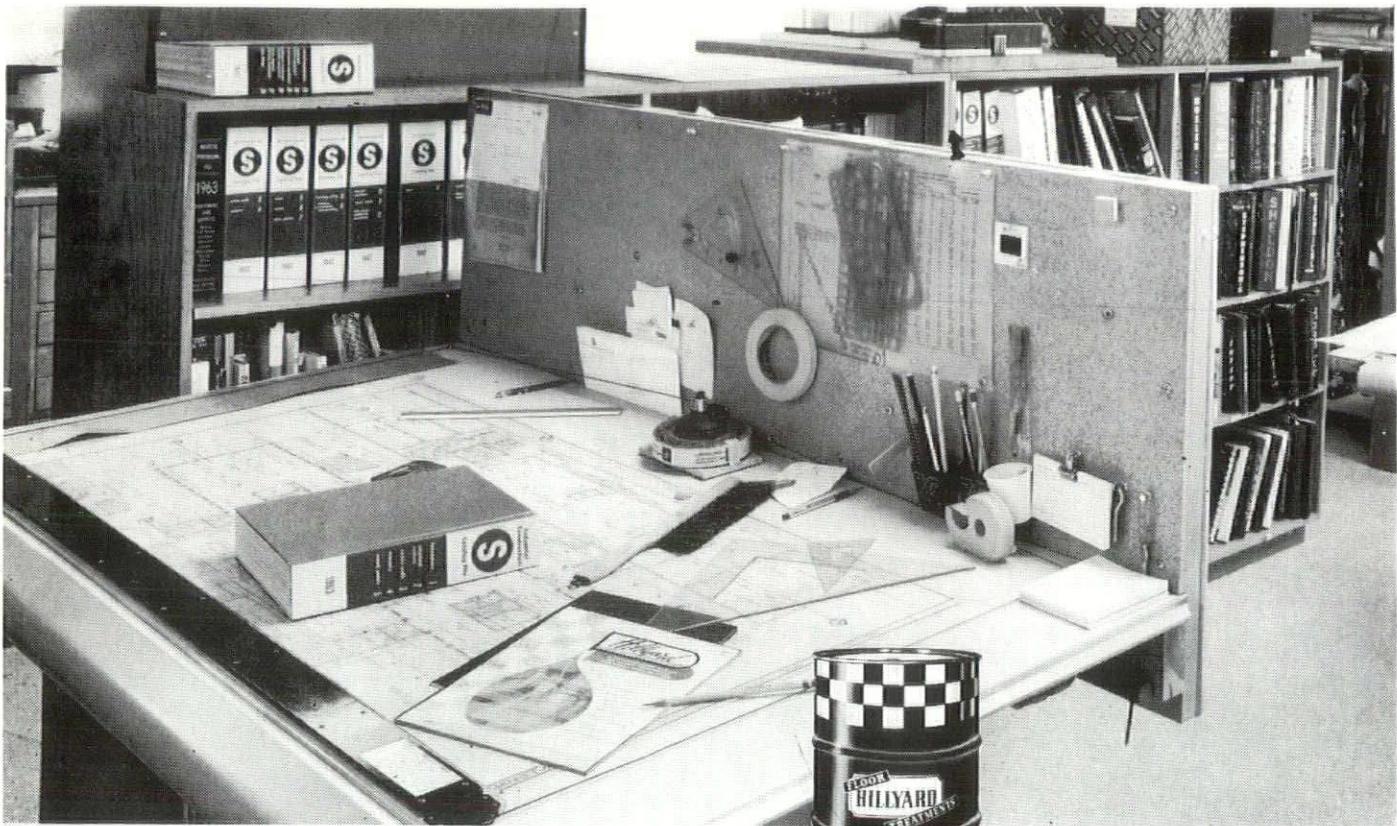
VOLUME XXVIII

NUMBER 5

**COVER: NYSAA EVER PREPARED
TO PLUG-INTO EMERGING
TECHNIQUES!**

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PRESIDENT'S REPORT

Your present administration took office with a mandate based on the last Convention's action to re-organize, with the Board's approval, some of NYSSA's structure. This was a part of the fruit of the Evaluation Committee's study in the recent past.

We have done these things:

- a. Contracted with a new publisher for our magazine.
- b. Established the "working Vice-President" concept under which your V-P's supervise assigned Committees as Commissioners.
- c. Operated the newly-formed Executive Committee as authorized and met, to improve communications, with Syracuse, Buffalo and LI Society Chapters as well as in New York, Albany and Watertown.
- d. Prepared "Committee Purpose" statements for guidance of that group.
- e. Written a "Convention Committee Manual" for the guidance of that group.
- f. Codified the By-Laws as to "style and arrangement" so that they will be more readable and better organized and indexed.
- g. Prepared guidelines for more efficient and broader service from our office.
- h. Started Architectural Technician training interest. See Committee Report.
- i. Won some and lost some at this year's State Legislative session. See the Newsletter.
- j. Held successful reception for New York State Congressmen in Washington at Octagon last fall.

There are many activities which are better discussed in the Committee Reports, such as the School Board Convention Exhibit, testimony to State Dept. of Transportation, upcoming (as this is written) testimony to Board of Regents, Contractor Relations to name a few.

None of this could have progressed so well if it had not been for a corps of devoted officers and committee chairmen and members. My compliments to V-P's Highland, Marks, and Melinker, especially to President-Elect Rippeteau and thanks for their help and guidance. Special thanks to Past President Mike Evans whose administration laid the ground work and whose personal advice was always valuable and sound.



ROGER G. SPROSS
PRESIDENT '67-'68

NEW YORK STATE ASSOCIATION OF WHITE FACE INN ON LAKE PLACID

WEDNESDAY, OCTOBER 9

A.M. OPEN

P.M.

3:00 - 5:00 — Registration (Lobby Area)

3:30 - — Exhibitor Briefing (Sunset Lounge)

4:00 - 8:00 — Educational and Architectural Exhibits Open

6:30 - — Host Chapter Cocktail Party (Exhibit Area) — Prize Drawing

8:00 - — Dinner (Dining Room)

9:00 - — Regional Council Meeting (The Boat House)

THURSDAY, OCTOBER 10

A.M.

9:00 - 5:00 — Registration (Lobby Area)
9:15 - 11:30 — SEMINAR (Sunset Lounge)
"Construction Management and the
Architect"

MODERATOR:

DAVID O. MCKINLEY
David O. McKinley, Director
Commercial Construction Dept.,
Real Estate & Construction Div.
IBM

PANELISTS:

David L. Eggers, A.I.A.
Eggers & Higgins, N.Y.C.
T. F. Galvin, A.I.A
Brown, Guenther, Battaglia &
Galvin, N.Y.C.
Saul Horowitz, Jr., President
H R H Construction Company,
N.Y.C.
Thornton E. Smith, President
Kuhn, Smith & Harris, Inc., N.Y.C.

11:30 - 2:00 — Educational Exhibits Open

12:00 - 1:30 — Luncheon (Exhibit Area) Architects & Male Guests, Cocktails

12:00 - 1:30 — Ladies Luncheon (Dining Room)

2:00 - 4:30 — First Business Meeting (Convention Hall)

4:00 - 7:30 — Educational Exhibits Open

6:30 - — Cocktail Reception (Exhibit Area) Exhibitors are Hosts, Prize Drawing

5:00 - — Delegate Registration Closes

8:00 - — Dinner (Dining Room)

SPEAKER:
TO BE ANNOUNCED IN THE CONVENTION PROGRAM

10:00 - — Dancing (Sunset Lounge)

SPEAKER:

TO BE ANNOUNCED IN THE
CONVENTION PROGRAM

ARCHITECTS ANNUAL CONVENTION

NEW YORK-OCTOBER 9-13, 1968

FRIDAY, OCTOBER 11

A.M.

- 9:00 - 4:00 — Registration (Lobby Area)
- 9:00 - 4:00 — Balloting (Lobby Area)
- 9:15 - 11:30 — SEMINAR (At Boat House)
"The Computer and The Architect"

MODERATOR:

Howard H. Juster, A.I.A.
The Perkins & Will Partnership,
White Plains, N. Y.

PANELISTS:

Steven A. Coons, Research Associate
Harvard University and MIT

G. Neil Harper, Associate Partner
Skidmore Owings & Merrill, Chicago, Ill.

Chas. B. Thomsen, Associate Partner
Caudill Rowlett Scott, N.Y.C.

- 11:30 - 4:30 — Educational Exhibits Open
- 11:30 - — Golfers Lunch (At Golf Club House)
- 12:00 - 1:30 — Luncheon (Dining Room)
- 12:00 - — Annual Golf Tournament — Architects vs. Exhibitors

- 1:30 - — Tours
Putting Tournament
Swimming, Boating, Boat Ride, Etc.
- 2:00 - 5:00 — A.I.A Film Festival (The Boat House)
- 6:30 - — Hospitality Suites Visited
- 6:30 - — NYSAA President's Reception for Chapter Presidents, Officers, Speakers & Guests (NYSAA Suite)
- 8:00 - — President's Dinner (Dining Room)

SPEAKER:

Gen. Lauris Norstad, Chairman of the Board
Owens-Corning Fiberglas Corp.
— Fun Night — Dancing (Sunset Lounge)

SATURDAY, OCTOBER 12

A.M.

- 9:15 - 11:30 — SEMINAR (Sunset Lounge)
"The Future of The Architectural Profession"

MODERATOR:

Roger G. Sross, President NYSAA

PANELISTS:

Don Q. Faragher, FAIA
Faragher & Macomber, Rochester, N. Y.

Louis deMoll, FAIA
The Ballinger Company, Philadelphia

Frank Whitney, President & Chief Executive Officer
Kidde Constructors, Inc., N.Y.C.

- 11:30 - 2:00 — Educational Exhibits Open, Prize Drawing

P.M.

- 12:00 - 1:30 — Luncheon (Dining Room)
Installation of Officers
Golf Awards

SPEAKER:

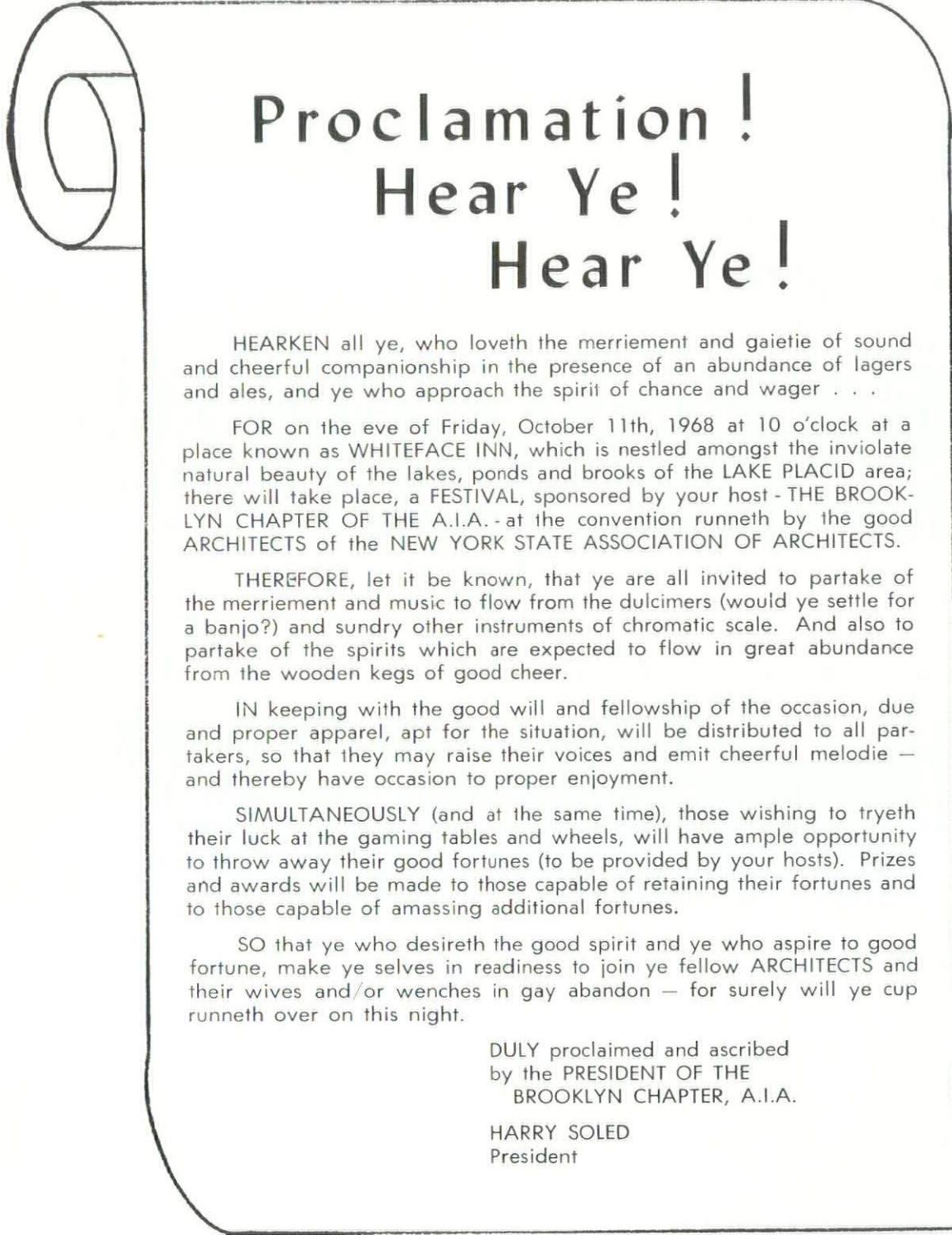
Roger C. Sross, President NYSAA

- 2:00 - 4:30 — Second Business Meeting (Convention Hall)
- 6:00 - — New York Chapter Cocktail Reception (Sunset Lounge)
- 8:00 - — Annual Banquet (Dining Room) (Black Tie Preferred)
Awards

SPEAKER:

Mr. George A. Dudley, Chairman
New York State Pure Water Authority & The Council on Architecture

- 10:00 - — Dancing (Sunset Lounge)
- CONVENTION CLOSES



Proclamation ! Hear Ye ! Hear Ye !

HEARKEN all ye, who loveth the merriement and gaietie of sound and cheerful companionship in the presence of an abundance of lagers and ales, and ye who approach the spirit of chance and wager . . .

FOR on the eve of Friday, October 11th, 1968 at 10 o'clock at a place known as WHITEFACE INN, which is nestled amongst the inviolate natural beauty of the lakes, ponds and brooks of the LAKE PLACID area; there will take place, a FESTIVAL, sponsored by your host - THE BROOKLYN CHAPTER OF THE A.I.A. - at the convention runneth by the good ARCHITECTS of the NEW YORK STATE ASSOCIATION OF ARCHITECTS.

THEREFORE, let it be known, that ye are all invited to partake of the merriement and music to flow from the dulcimers (would ye settle for a banjo?) and sundry other instruments of chromatic scale. And also to partake of the spirits which are expected to flow in great abundance from the wooden kegs of good cheer.

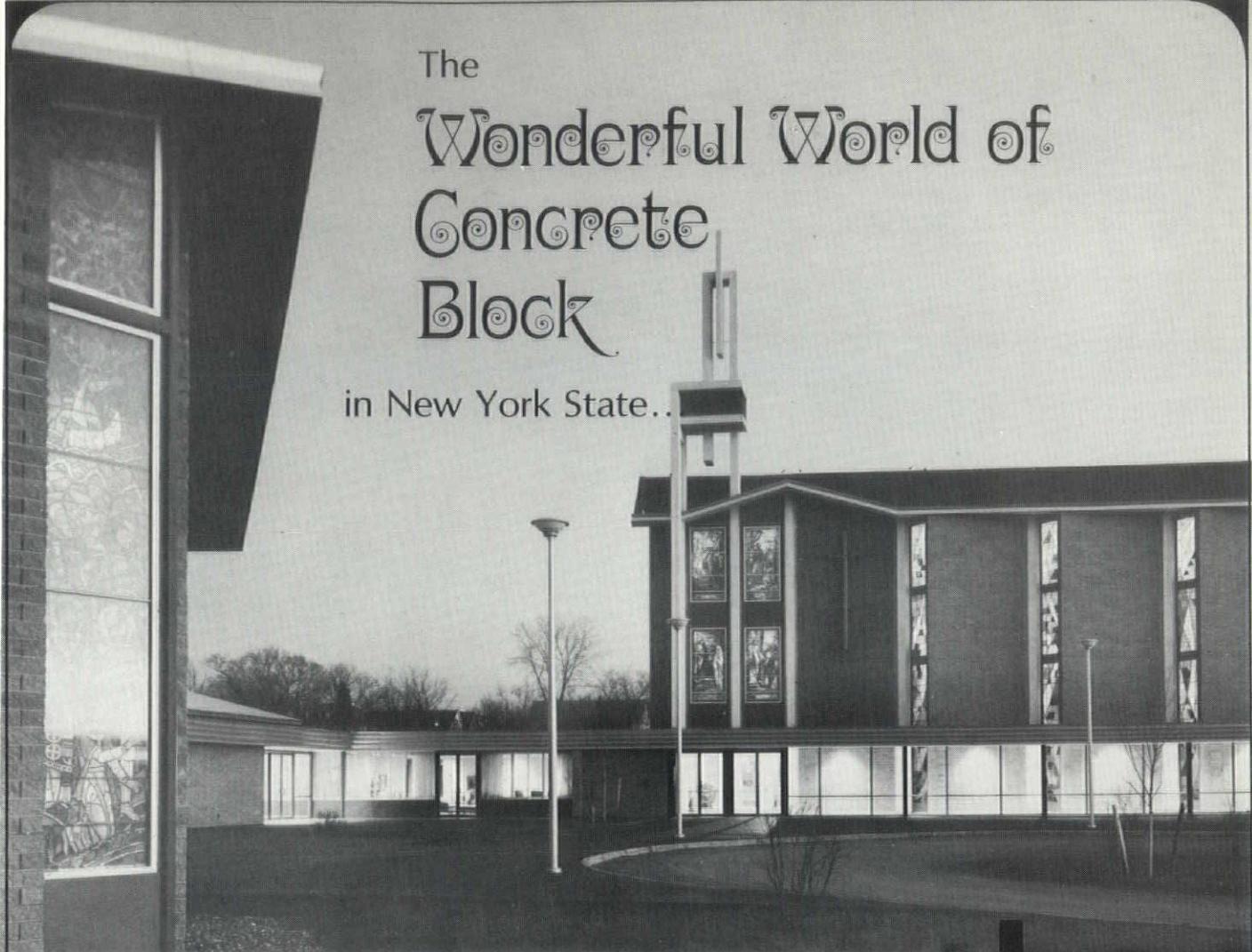
IN keeping with the good will and fellowship of the occasion, due and proper apparel, apt for the situation, will be distributed to all partakers, so that they may raise their voices and emit cheerful melodie — and thereby have occasion to proper enjoyment.

SIMULTANEOUSLY (and at the same time), those wishing to tryeth their luck at the gaming tables and wheels, will have ample opportunity to throw away their good fortunes (to be provided by your hosts). Prizes and awards will be made to those capable of retaining their fortunes and to those capable of amassing additional fortunes.

SO that ye who desireth the good spirit and ye who aspire to good fortune, make ye selves in readiness to join ye fellow ARCHITECTS and their wives and/or wenches in gay abandon — for surely will ye cup runneth over on this night.

DULY proclaimed and ascribed
by the PRESIDENT OF THE
BROOKLYN CHAPTER, A.I.A.

HARRY SOLED
President



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Columbia Machine, Inc.

Hudson Valley Lightweight
Aggregate Corp.

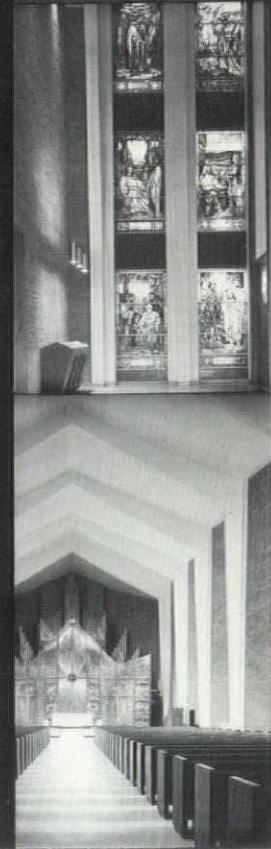
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Huron Portland Cement Co.

Glens Falls Portland Cement Co.

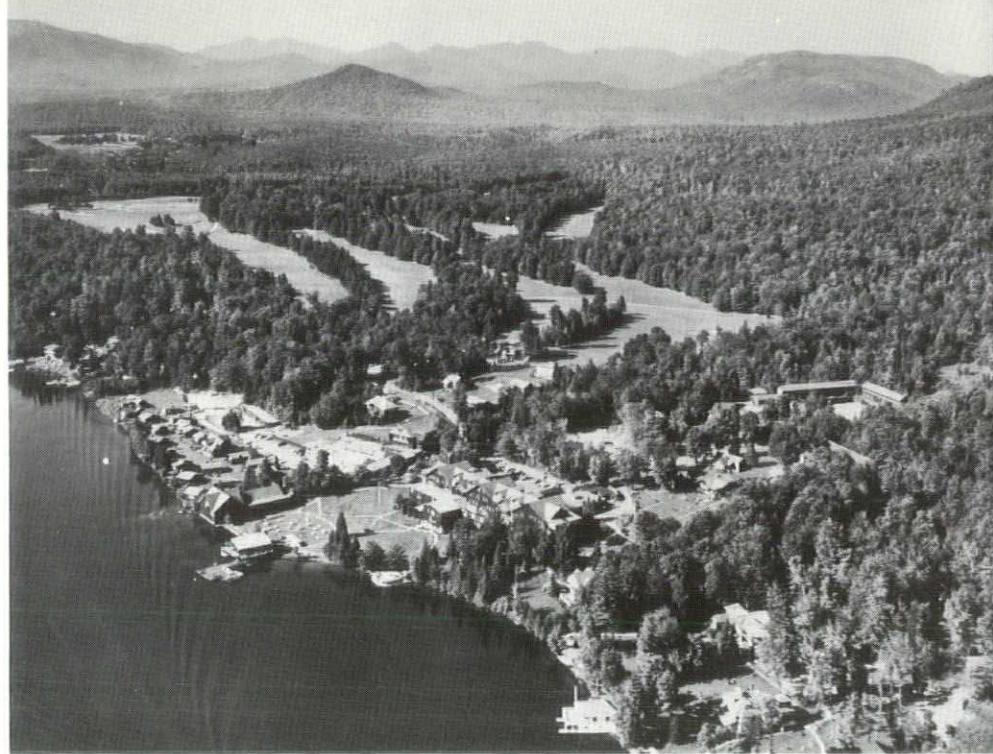
Penn-Dixie Cement Corp.

Lorco



WHERE THE ACTION IS . . .

Regarded as one of the finest resorts in the Adirondack Mountains, Whiteface Inn on Lake Placid, Whiteface, N. Y. boasts steam heat in all its main buildings and cottages. To further promote the atmosphere of this picturesque haven, all the cottages and log lodges have open fire-places.



WHITE FACE INN

The Whiteface Inn is located two miles from the Village of Lake Placid on its own 833 Acre Estate. The climate at its 2100 foot altitude is hay fever free, and that's worth the price of admission alone! An elaborate championship 18 hole golf course, complete with new golf house at the first tee should whet the imagination of all golfers regardless of handicap.

For those not emotionally stable (as the T.V. Commercial states it) to play such a course, there are tennis courts, an olympic size, heated swimming pool, new games area, bowling alleys, horse back riding facilities, and for those who would rather light than pitch, there's always the cocktail lounge.

Life at Whiteface Inn is informal, and unless otherwise announced sports attire prevails. If your bride has a dinner dress she's anxious to wear, do not dissuade her from donning it for dinner!

If anyone intends to travel by rail, its either the New York Central or the Delaware & Hudson R.R.'s to Westport, N. Y. where transportation to the Inn is available upon request in advance.

FLYING ?

Mohawk Airlines to Saranac-Lake Placid Airport. 12 miles from the Inn, and be sure you can get a return flight out!



CALORIE GALLERY

DRIVING ?

FROM NEW YORK: — Take the Thruway to Exit 24 at Albany, then via Northway to U.S. 9 and State Highway 73 to Lake Placid. (295 miles)

FROM ALBANY: Northway (Interstate 87), to U.S. 9 and State Highway 73 to Lake Placid.

FROM BUFFALO: New York State Thruway to Utica, then via State Highways 12 to 28 to 30 to 3 and finally 86 to Lake Placid. (330 miles)

FROM ROCHESTER: See Buffalo Routing (225 miles)

FROM SYRACUSE: See Buffalo Routing (190 miles)

FROM UTICA: See Buffalo Routing (150 miles) These Routes are as recommended by the AAA and the major oil companies. Have a safe and pleasant trip, know enough to stop for coffee when you feel that moment of inertia taking over.

CANDIDATES FOR OFFICE N Y S A A 1968-1969.

President

(was President-Elect)

Darrell P. Rippeteau

Central New York Chapter

President Elect

(Elect one)

Irving P. Marks

Brooklyn Chapter

Albert Melniker

Staten Island Chapter

Vice Presidents

(Elect three)

John N. Highland

Buffalo-Western New York
Chapter

Robert W. Crozier

Westchester Chapter

Samuel Scheiner

Long Island Society Chapter

Secretary

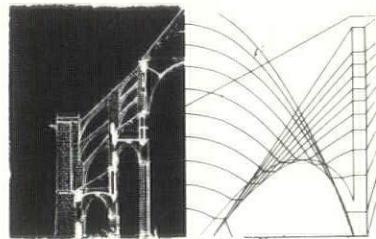
Guy H. Baldwin

Buffalo-Western New York
Chapter

Treasurer

H. I. Feldman

New York Society



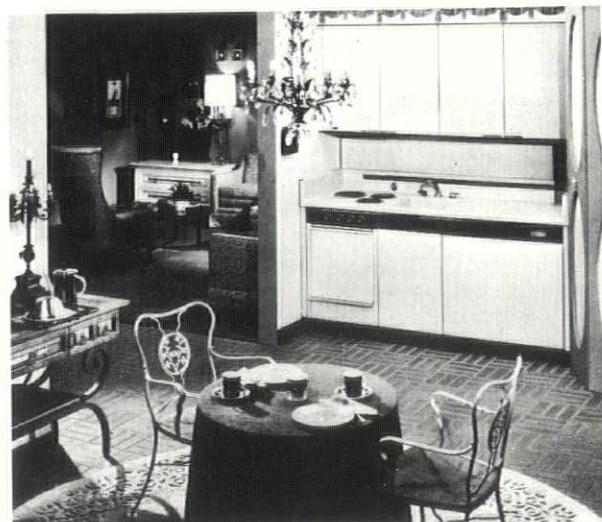
To play a role in NYSAA, one must enter the action, must attend and support chapter level activities, attend when possible, the State Convention. One of the most important individual obligations is to use your franchise to vote. Only a sixth of the total membership attends the State Convention, hardly representative. Please plan to attend if at all possible. See you there!

Dwyer Compact Kitchens

Specify Dwyer Kitchens and you assure your client of the best in the field. By the best we mean the most complete and practical kitchen facilities at the most economical cost. Cost should include the installed price plus all maintenance and replacement expenses over twenty years of use.

Be sure and bring your files up to date and if possible sit down with a Dwyer representative for 15 or 20 minutes to go over the new Dwyer Kitchens in detail.

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NEW YORK, N. Y. 10016

GEORGE A. DUDLEY TO ADDRESS NYSAA CONVENTION.



GEORGE A. DUDLEY, Chairman of the New York State Council on Architecture, was appointed by Governor Nelson A. Rockefeller on September 5, 1967. As Chairman of the Council on Architecture, he is responsible for assisting the State to encourage excellence in architectural design, to encourage the inclusion of works of fine art to complement good architectural design, to stimulate interest in architectural excellence in public and private construction and in public buildings and other structures constructed by or under the supervision of any State agency or authority. In addition, the Council is authorized to make grants in aid to units of local government for rehabilitation of buildings of architectural and/or historical importance that can serve a purpose in the community's functioning present.

Mr. Dudley was also designated by the Governor on September 5, 1967, as Chairman of the New York State Pure Waters Authority which was created to assist communities in implementing the Pure

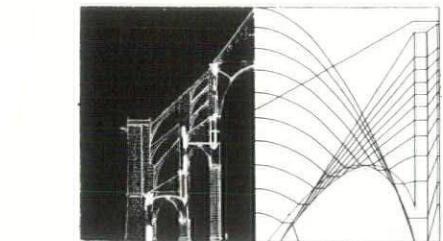
Waters Program in the areas of financing, construction and maintenance and operation of water quality control plants and solid waste disposal facilities.

Mr. Dudley was born December 24, 1914, in Pittsburgh, Pennsylvania. He received his B.A. degree from Yale in 1936, his B.F.A. in Architecture at Yale in 1938 and the degree of Master of Fine Arts in City Planning from Yale in 1940. He is currently a member of the Yale University Council Committee for the School of Art and Architecture. He is a registered architect in New York and Connecticut and is a member of the American Institute of Architects.

From 1940 to 1945, Mr. Dudley was associated with the Office of the Coordinator of Inter-American Affairs in Washington, headed by Nelson Rockefeller. In 1945 he was Director of the Connecticut Post-War Planning Committee.

In 1946, under Wallace K. Harrison, Director of Planning, Mr. Dudley was secretary of the board of international consultants for the design of the United Nations Headquarters in New York. From 1948 to 1959, he was President of the IBEC Housing Corporation under the chairmanship of Winthrop Rockefeller. That corporation built over 10,000 houses in Puerto Rico, South America and the Middle East. He was also Vice President of the IBEC Technical Services Corporation.

In 1959, Mr. Dudley returned to the architectural firm of Harrison and Abramovitz in charge of planning and program development for the Phoenix Life Insurance Building in Hartford and the Alcoa Technical Center in Pittsburgh. In 1960, he was appointed Director of the Office of Regional Development of



New York State by Governor Rockefeller and in 1962 became a Trustee of the New York State University Construction Fund. He was also Coordinating Architect for the South Mall complex expanding the Capitol Buildings in Albany.

Mr. Dudley has served in academic posts of distinction: as Dean of the School of Architecture at Rensselaer Polytechnic Institute in Troy, New York, 1963-1965 and 1965-1968 as the first Dean of the new School of Architecture and Urban Planning, University of California at Los Angeles.

While at UCLA Mr. Dudley was a member of the UCLA Campus Planning Committee, the Mountain Park Research Campus Committee, the Advisory Committee of the Institute of Transportation and Traffic Engineering and the UCLA Art Council Board of Directors. He was also a member of the Los Angeles City Planning Department's Goals Project as president of the Environmental Goals Committee. He was a member of the Board of Directors of the Regional Plan Association of Los Angeles and a member of the Advisory Board of California Tomorrow. Mr. Dudley is a member of the Board of Directors of the International Design Conference in Aspen, a member of the Committee on International Relations, Association of Collegiate Schools of Architecture, Consultant to Urban America, Inc., a Trustee of the Institute for Architecture and Urban Studies.

Mr. Dudley is married to the former Mary Bergin of New Haven and they have four children: George B. (a graduate student at Yale), Sally (now Mrs. Michael Henneveld), John (a student at U. C. Berkeley) and Samuel William Dudley III (a prep school student).

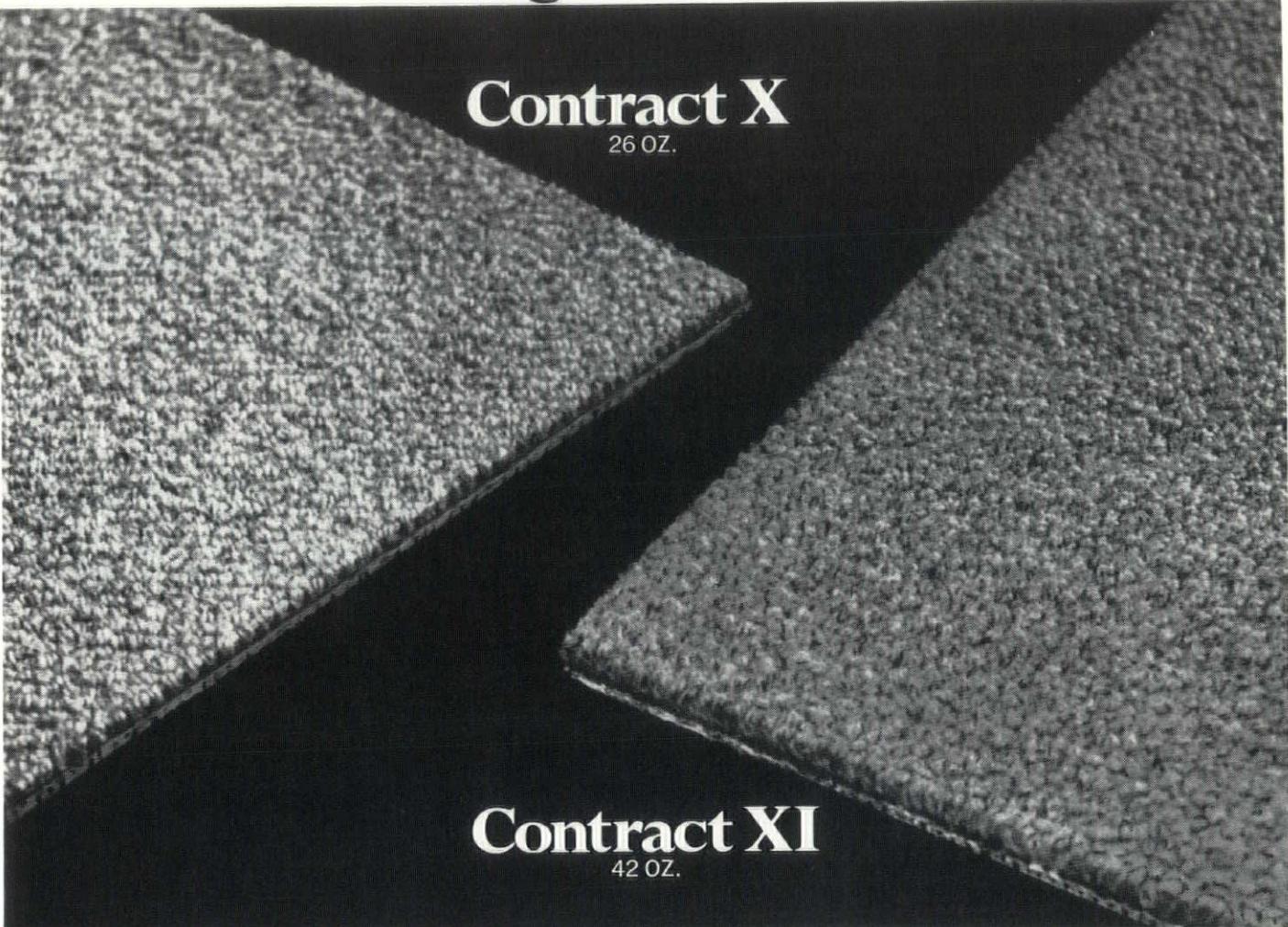
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GENERAL LAURIS NORSTAD WILL SPEAK AT THE NYSAA CONVENTION.



General Lauris Norstad began his activities in American industry after a military career extending over a period of 37 years, during the last six of which he served as Supreme Allied Commander, Europe and Commander-in-Chief, U. S. Forces Europe.

Shortly after his retirement from active military duty in January of 1963, General Norstad was elected a director of Owens-Corning Fiberglas Corporation and president of OCF International. The former NATO commander was named OCF president in December, 1963, and elected Chairman and Chief Executive Officer in October, 1967.

General Norstad is only the second Chief Executive Officer in the history of Owens-Corning Fiberglas Corporation. Harold Boeschenstein served as Chief Executive Officer since 1938, when the company was formed, until General Norstad was elected to the post in 1967. Mr. Boeschenstein continues as Chairman of the Executive Committee of the Board of Directors and a Director and advisor.

General Norstad was born in Minneapolis, Minnesota, March 24,

1907. He was graduated from the United States Military Academy on June 12, 1930, and commissioned a 2nd Lieutenant of Cavalry. That September he entered Primary Flying School at March Field, California, and was graduated from Advanced Flying School and transferred to the Air Corps in June, 1931. After duty in Hawaii, Maxwell Field, Alabama, and Langley Field in Virginia, General Norstad was assigned to Washington in November, 1940, for duty with General Headquarters, Air Force. In July, 1942, he was assigned duty in the Europe-Africa areas and remained until August, 1944, when he returned to Washington. While in the nation's capital, he occupied several positions of great importance, going to Europe in January, 1951, as Commander-in-Chief, United States Air Force Europe.

On April 2, 1951, he assumed additional duty as Commander-in-Chief of the Allied Air Forces in Central Europe. He was designated Air Deputy to the Supreme Allied Commander, Europe, SHAPE, on July 27, 1953.

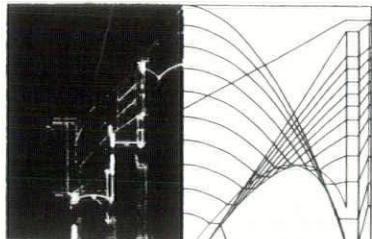
Relieved of duty as Air Deputy to the Supreme Allied Commander, Europe, on November 20, 1956, General Norstad was appointed Supreme Allied Commander, Europe, and Commander-in-Chief, U. S. European Command.

General Norstad was retired from active military service on January 1, 1963.

His United States decorations include the Distinguished Service Medal with two oak leaf clusters, Silver Star, Legion of Merit with one oak leaf cluster, and Air Medal.

His foreign decorations are:

1. Portugal—Grand Cross of Aviz
2. Germany—Grand Cross of the Order of Merit
3. Greece—Grand Cross of the Royal Order of George



4. Italy—Knight of the Grand Cross of the Order "On Merit of the Italian Republic"
5. Belgium—Grand Cordon of the Order of Leopold
6. Norway—Grand Cross of the Royal Norwegian Order of St. Olaf
7. The Netherlands—Grand Cross of the Order of Orange-Nassau
8. France—Grand Cross of the Legion of Honor Croix de Guerre with palm
9. Luxembourg—Grand Cross of the Order of the Crown of Chene
10. United Kingdom—Commander, Order of the British Empire

General Norstad is a Bachelor of Science from the United States Military Academy and has received the following honorary degrees:

School	Degree
St. Olaf College	Doctor of Laws, h.c.
Williams College	
Yale University	
Northwestern University	
McGill University	
Westminster College	
University of Maryland	
Bowling Green State University	
Mills College	
The Citadel	
C. W. Post	Doctor of Humane Letters
Oxford University	Doctor of Civil Laws, h.c.
Georgetown University	Doctor of Military Science, h.c.
American International College	

General Norstad is a director of United Air Lines, the Continental Oil Company, and Abitibi Paper Company, a trustee of the RAND Corporation and a Director of the English-Speaking Union of the United States.

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8 x 8 score
DA 1



5 x 8 score
DA 5



4" end on 3" horizontal
DA 6



brick score
DA 3

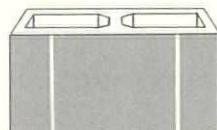
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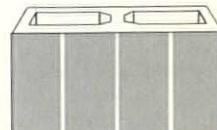
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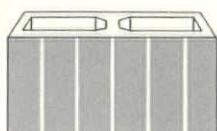
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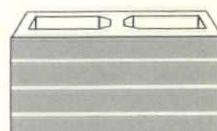
3" Offset Score



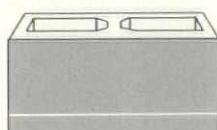
4 x 8 Vertical Score



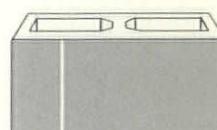
6 Brick Vertical Score



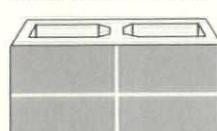
2 x 16 Horizontal Score



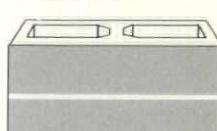
Random (your choice)



4" End Score



4 x 8 Score



4 x 16 Score

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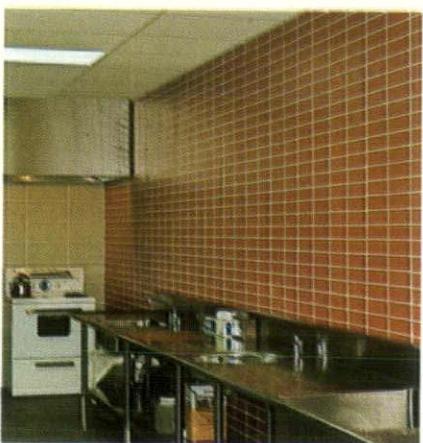
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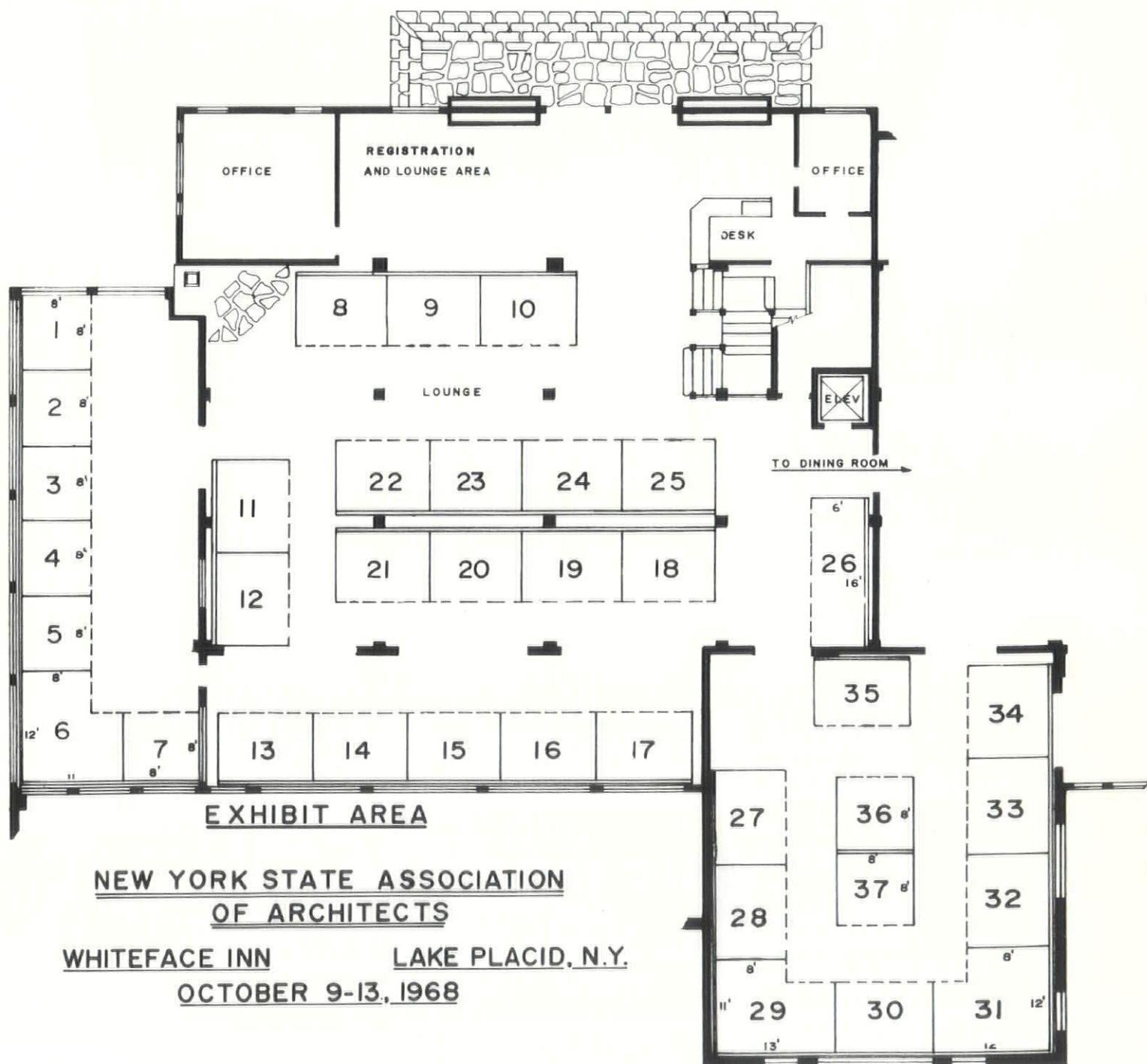
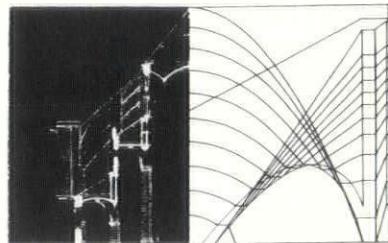
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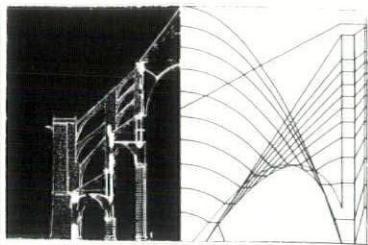


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OF ARCHITECTS

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OCTOBER 9-13, 1968

EDUCATIONAL EXHIBITORS NYSA A 1968 CONVENTION.

Note: Additional booths, too late to include in this listing, will appear in the printed program distributed at the convention.



Booth No.

20 Acoustical Deck Erectors Corporation
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Joseph Gottfried
A. DiGregorio
Frank Higgins
Don Smith
Henry Hipp
Fred Hipp
Robert Rauh
Insulrock Roof Deck Systems

15 Aluminum Company of America
Pittsburgh, Pa. 15219
James M. Meister
George E. Smith
School Market including Roofing, Siding, Finishes and Stadium Benches

33 Anderson Corporation
Bayport, Minnesota 55003
Bob Keating
Irv Loock
Perma-Shield Windows and Gliding Doors

9 American Olean Tile Company
Lansdale, Pa. 19446
Donald H. Benedict
Joseph J. Kufta
John E. Reiner
Robert G. Schwab
Harry C. Van Zandt
Genuine Ceramic Tile including: Glazed Tile, Ceramic Mosaic Tile, Murray Quarry Tile

28 American Seating
Empire State Division
Syracuse, New York 13204
R. J. Cox
J. L. Cardinal
J. A. Ott
Fixed Seating and Cabinetry

10 Bethlehem Steel Corporation
Bethlehem, Pa. 18016
R. H. Kinsell
E. G. Pedersen
R. F. Wellner
Architectural Applications of Bethlehem's Mayarir Wethering Steel

30 The Celotex Corporation
Collum Acoustical Corporation
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Division of the Celotex Corporation.
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James H. Bush
John Hageman
Acoustical Products — Introducing Glazed Ceramic and Carpeting

37 Davis Acoustical Corporation
Troy, New York 12180
Edward Casteldine, Jr.
James Seegers
"Stairbuilders" Forms for Poured Concrete Stairs.

32 Enjay Fibers and Laminates Company
Odenton, Maryland 21113
James M. Wattam
Joseph Donovan
Florence Caruso
Donald Henry
Enjay Nevamar — Decorative Plastic Laminate Enjay Vectra — Polypropylene Fiber for Carpeting and Upholstery

23 GAF Corporation
New York, New York 10020
John Knippe
Roy L. Gilb
Arthur Getz
Tom Roth
George Sampson
James K. Murphy
T/NA 200 Roofing Membrane and Ruberoid Built-up Roofing Systems

21 G. E. Company
Information Service Dept.
Bethesda, Md. 20014
James H. Doyle
Computer Time-Sharing Service

24 Georgia-Pacific Corporation
Clifton, New Jersey
Carl Brooks
Andrew G. Kratina
Paul H. Besse
Douglas Grady
E. P. Allen
Plywood and Redwood

35 Glen-Gery Corporation
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John N. Wenrich
Brick, Tile & Structural Clay Products

11 Johns-Manville
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A. P. Reeves
R. V. Loshe
E. Miller
T. F. Curry
W. J. Naughton
B. Vogel
R. F. Greenleaf
S. A. Peterson
Tony DeCesare
Asbestos-Cement-Building Board, Ceiling Tile Interior and Exterior Snap-in System

13 Kassl Window Co., Inc.
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Robert A. Kassl
Ralph J. Weidner
Aluminum Primary Windows

34 Kelmore Explosion-Proof Refrigerators, Inc.
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Margaret M. Langan
John P. Langan
Explosion-Proof Refrigerators & Freezers

16 Libbey-Owens-Ford Glass Company
New York, New York 10016
Jerry L. Smith
Charles Shearing
Robert B. Hudspeth
Vari-Tran Thermopane & Laminated Glass-Heat Absorbing Glass

12 Owens-Corning Fiberglas Corporation
New York, New York 10022
R. K. Biggers
F. G. Foley
John J. Ambrozio
William T. Phelan
Dimensionaire Ceiling Systems — Roofing Products

EXHIBITORS cont.

8 Pittsburgh Plate Glass Company
Pittsburgh, Pa. 15222
G. G. Olson
J. D. Huxford
W. C. Travis
Environmental Glass and Mirrors

26 Robbins Products, Inc.
New York, New York 10022
Eileen Devino (Miss)
Quality Vinyl Floors

25 The Ruberoid Company
A Division of General Aniline & Film Corporation
New York, New York 10017
(See GAF Corporation)
Ruberoid Floor Products

19 Spancrete Northeast, Inc.
South Bethlehem, New York 12161
O. L. DeLisle
Spancrete Hollow Core Pre-stressed Concrete Slabs

18 Styro Sales Company
Long Island, New York 11101
George L. Cross
Bob Reed
Vincent Garden
Dow Chemical - Foamed Plastics, Dow Corning Sealants

36 H. H. Sullivan, Inc.
Rochester, New York 14604
Albert K. Merrick
Raymond F. Elliott
Drafting Furniture and Equipment, Reproduction Services.

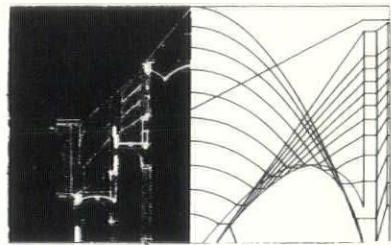
27 Terrazzo & Mosaic Contractors' Association of Greater New York
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14 United Glazed Products Inc.
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THE STATE EDUCATION LAW and THE ARCHITECT . . .

By Gerson T. Hirsch, AIA

On my table is a pocket-size 62-page paper back book issued by The University of the State of New York, State Education Department, entitled "Handbook 5, Professional Education, ARCHITECTURE, Law, Rules, Information". This booklet is dated 1966 and includes, for the first time, amendments legislated in 1960. It should be required reading for every architect in the state.

Some 24 pages of this booklet quote the laws, chiefly "Article 147, State Education Law, Architecture", which govern admission to and practice of the profession of architecture and the regulation thereof. The remaining pages cover rules of the Regents and the Commissioner of Education promulgated under provisions of these laws for amplification and specification, and thus having themselves the effect of law. Also, information as to departmental procedures and accredited schools.

The legal provisions are divided generally into five groupings, as follows:

Definitions and qualifications.

Examination and registration.

Construction of article, including prohibitions.

Enforcement procedures.

Department supervision.

Over the years, Committees on Education, Legislation and Professional Practice of the New York State Association of Architects and of its constituent organizations have concerned themselves with various phases of the law and its corollary rules. Proposals for major and minor modifications have been fostered through Convention Resolutions and other means. Legislative Committees have sponsored such modifications. In a few cases, amendments recommended by the

profession have been enacted into law or issued under revised rules of the Commissioner. Many more proposals have failed to obtain passage or adoption.

In general, the architectural profession has not found fault with the provisions governing examination and admission to practice. These provisions come under the direction of the Board of Examiners of Architects, all members of which are practitioners appointed upon recommendation by the NYSAA, who are all well aware of the qualifications required for admission to practice under current conditions.

The area of dissatisfaction with the law fails, to some extent, in the matter of definition, but principally under construction, prohibitions, and enforcement and prosecution procedures relative to illegal practice by unlicensed persons.

Among recommendations that have been made are the following:

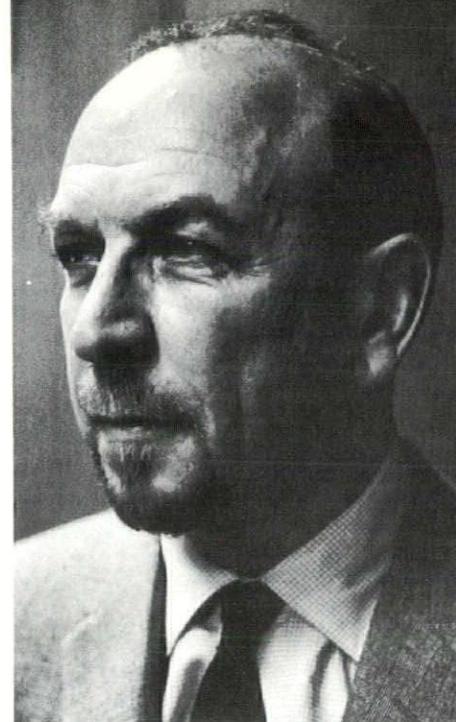
That the exempt area for residential construction not requiring a professional seal and signature be reduced very substantially from the present 1500 square feet of living area;

That all exemptions from seal and signature provisions be eliminated for cities of over one million in population;

That provisions be included specifying acceptable letterhead regulations. (Currently, a draft of such provisions prepared by the Board of Examiners has been submitted for inclusion under "Rules of the Commissioner" rather than as new legislation. The NYSAA has concurred in this approach.);

That fines levied upon conviction for illegal practice be increased;

That requirements for enforcement by local building officials be



Gerson T. Hirsch AIA

The author, a past president of the Westchester Chapter, AIA, and a past director of the NYSAA, has been involved with the State Education Law relative to architectural practice for eleven years. From 1957 to 1961 he was Chairman of the NYSAA Committee on Professional Practice, largely concerned with enforcement procedures. During this period, he drafted the rules on Unprofessional Conduct subsequently promulgated by the Commissioner of Education and cooperated with the Legislative Committee on the amendments to the law enacted in 1960. For the next three years, he held various vice-chairmanships of the Legislative Committee, NYSAA, all concerned with Education Law proposals. Since 1964, he has been Chairman of the NYSAA Special Committee on Revision of the Education Law, charged with cooperation with the "Joint Legislative Committee" engaged in preparing such revisions. His opinions on the Education Law are frequently sought by other Committee Chairmen and by the members generally, and he has acted on behalf of the Association as liaisons with the Engineering Society relative to their own Education Law bills. He is currently a member of the AIA Regional Judiciary Committee for the New York Region.

strengthened and given sharper teeth;

That a Grievance Committee (more recently referred to as a Committee on Professional Practice) be created as an official body to assume the functions of hearing disciplinary cases, with the additional right and duty of initiating action on misdemeanor cases, such Committee to be composed of practitioners and to have investigators and legal counsel assigned to work under its direction. The objective of this proposal is to achieve a broader scope of self-government by the profession, as well as an element of self-protection against unqualified and illegal practice, rather than entire reliance on the present Division of Professional Conduct, which is burdened with the same responsibilities with reference to seventeen other professions.

This policy received the endorsement of Attorney General Louis J. Lefkowitz, who wrote in the February, 1968, Metropolitan Museum of Art Bulletin, "I am a firm believer in self-regulation. Every business should police itself, keep its own house in order. Government should not step in unless a business refuses or fails to do this. Then we have an obligation to protect the public interest, not to mention the good people of the business."

Individual bills have been sponsored and/or supported by the NYSAA during many legislative sessions along the lines described above. However, a new vehicle for promoting improvements in the law seemed to be at hand upon the creation by the State Legislature in 1963 of a "Joint Legislative Committee to Revise and Simplify the Education Law". This Committee has been continued through several sessions of the Legislature, including 1968, and has been authorized through 1969.

While the principal directive of the "JLC" was to improve the Education Law organically and ad-

ministratively, each profession has been consulted by the Committee Staff from time to time for substantive recommendations, and has been invited to appear at a public hearing. The NYSAA committee cooperated fully in an attempt to achieve its several objectives. Drafts and study bills were reviewed and commented upon in person and in writing. A session of a committee of the New York State Association of the Professions arrived at consensus re a joint statement on the interprofessional sections of the latest draft. However, at the close of the 1968 Legislature no Education Law revision had been enacted.

Accordingly, "Handbook 35" continues to be the governing text for the regulation of the profession of architecture. While the 1500 square foot residential exemption does appear to be excessive, in most respects, if fully enforced, this law seems possible to live with. Complaints have been heard that large alterations are being done without benefit of licensed professional design or supervision. It must be pointed out that only alterations costing less than \$10,000 and not involving changes affecting structural safety and/or public safety are exempted by the law. If larger ones are being permitted, the defect is in administration and enforcement rather than in the provisions of the law.

It may be that the architects themselves contribute to the lack of enforcement by failure to consistently and persistently report the cases and demand their enforcement and prosecution and request advice as to their disposition. This, in turn, may be the result of weariness with poor enforcement action in the past. However, it could also be due to the typical architect's wish to stick to his own last and not become involved in legal or quasi-legal problems. Perhaps a new enforcement drive by a vigorous NYSAA Committee is in order at this point in time.

Architects themselves may occasionally (and perhaps unknowingly) be in violation. If a firm name "John Doe and Associates (note plural), Architects" is used, it implies that, in addition to John Doe, at least two others in the firm are registered architects. There are other examples. It is essential that, in seeking improvements in the law or its enforcement, the profession itself maintains the highest standards of legal conformance and ethical practice.

LIABILITY CLAIMS BECOME \$ERIOUS THREAT . . .

Since World War II, architects and other professionals have, with increasing frequency, become targets for professional liability claims. Faced with the serious economic threat created by these claims, practitioners turned to The American Institute of Architects in 1955 for help in obtaining adequate professional liability insurance protection.

The committee appointed to explore the availability of protection quickly found that the insurance industry by and large was unwilling to write professional liability insurance for architects and engineers. Underwriters felt that the risk was uninsurable. They felt also that the number of potential policyholders was relatively small so that even if all architects purchased policies, the amount of business would not justify the risk connected with pioneering this type of insurance.

It became necessary for the Committee to find an insurance specialists to assist in developing a broad insurance policy for architects and then to enlist an insurance company to underwrite it.

The insurance specialist had to possess unusual marketing skill in order to concentrate the relatively small buying power of the profession into an effective force. He had to provide data processing facilities in order to accumulate significant information about professional liability claims. He had to have the legal skills necessary to develop a network of defense attorneys throughout the country and speed their train-

ing as specialists in defending this unfamiliar type of claim.

The Committee was fortunate to secure the services of Victor O. Schinnerer and Company, Inc. as its counselor and specialist. After extensive study and research, a policy form was developed and many major insurance companies were approached. The insurance company we sought had to be large enough to withstand the financial risk involved and be licensed and staffed in each of the states. Its most important attribute would be willingness to experiment and the fortitude to absorb underwriting losses in the formative years of the insurance program.

First Successful Insurance Program

Schinnerer and Company interested Continental Casualty in writing this insurance for the profession, and on November 28, 1956, the Board of Directors of The American Institute of Architects commenced the new program to AIA members. A similar commendation was given by the National Society of Professional Engineers to its members.

This program provided the first broad form policy of professional liability insurance ever offered to the architectural profession.

During the ensuing years, it has been the only policy continuously available to AIA members throughout the United States, its territories and possessions. Other insurers have experimented and then withdrawn from writing professional liability insurance.

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Architect's Vulnerability Increasing

From the beginning, the insurer has been confronted with an adverse legal and social climate which increased the architects vulnerability to professional liability claims. Changing legal concepts, greater liberality of courts and juries, the effects of inflation and the rapid growth and complexity of modern architectural practice have increased the number of claims and escalated their cost. During 1967 alone, over 1200 claims were reported.

That the matter of professional liability is a serious problem for architects and engineers is clearly seen from the first ten years operation of the program. During that time, nearly 5,500 claims were made against insured firms with total incurred losses and expenses of over \$32,000,000. Claims were equally divided between architects and engineers. The financial results for that ten year period was an underwriting loss of nearly \$5,000,000 for Continental Casualty Company.

AIA Continuously Monitors Program

In order to find solutions to professional liability problems and to keep adequate insurance available at reasonable rates, the AIA Insurance Committee closely monitors the operation of the program with Schinnerer and Continental. The Committee reviews the policy coverage in light of claim developments and passes on proposed changes in coverage. It reviews the rates and the method by which they are assessed and passes on proposed changes in rates. At its peri-

odic meetings the Committee receives from Schinnerer reports on premiums, losses, number of claims, types of claims, claims investigation and administration, legal defense capability, loss prevention techniques, and other related facets of the program, all of which are totally exposed to Committee investigation.

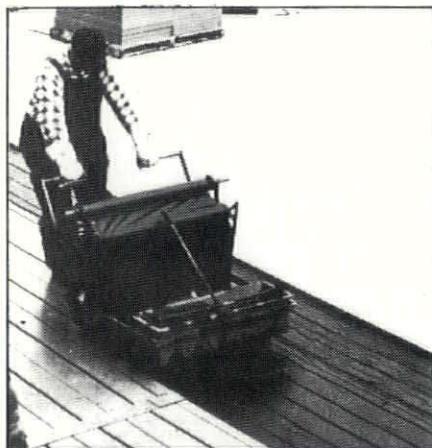
Constructive Steps Toward A Solution

Out of this close working relationship between the Committee, Schinnerer and Continental, has evolved a wide range of efforts to contain or eliminate professional liability losses, to stabilize insurance costs and to adjust insurance coverage.

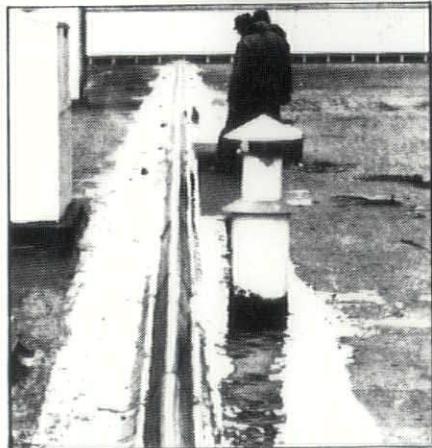
The complete revision of A-201 and related documents has been a major outgrowth of the concern for protection in the midst of a professional community belabored with "shotgun" law-suits, and misunderstandings regarding the responsibilities of the parties to a construction project. Insurance counsel was of inestimable value in these revisions. The controversy that developed over some of the new provisions of A-201 was in itself indicative to the need for a better document. The result has been a clarification of owner-architect-contractor responsibilities.

Professional Liability Insurance Vital

Maintaining the professional liability insurance program is one of the most vital services the Institute performs for its members. This article is intended to provide a capsule report of the state of the program so that all architects may be made aware.



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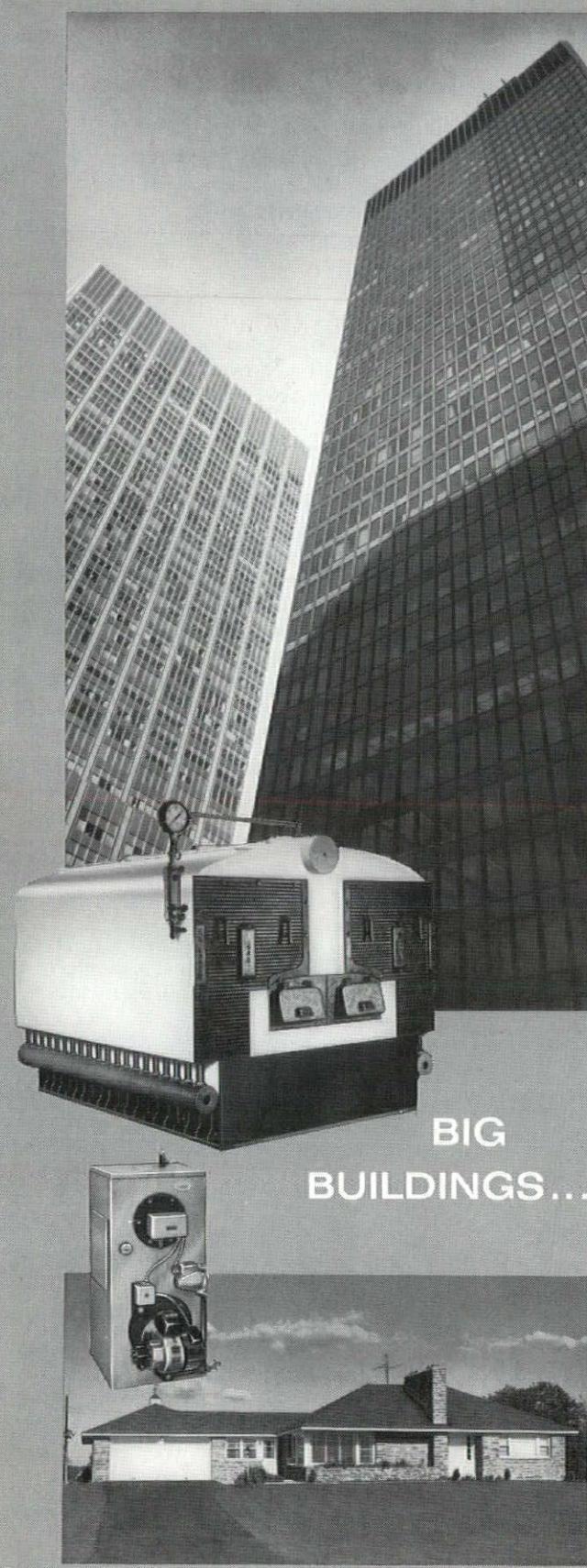
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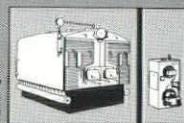
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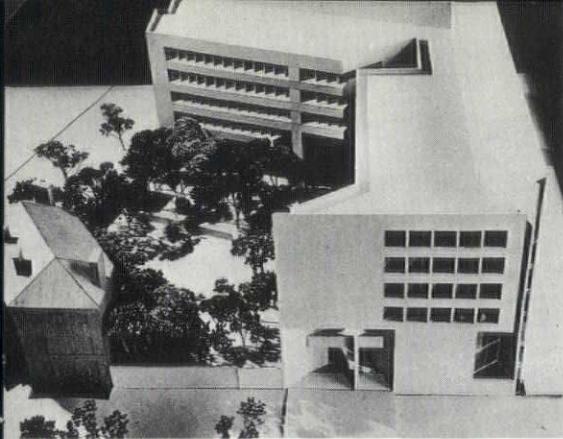
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REPORT ON NEW HEADQUARTERS, AND THE BEAT GOES ON !

The Board of Directors of The American Institute of Architects has approved a revised design for the Institute's new headquarters building in Washington, D. C., but has requested its architects, Mitchell/Giurgola Associates, to attempt to resolve differences with the District of Columbia's Fine Arts Commission over one detail of the structure.

AIA's President, George E. Kassabaum, FAIA, said the Board of Directors had been informally notified of the Fine Arts Commission's objections to one detail of the revised design — the method by which the two wings of the building are joined at the building's entrance on the axis of The Octagon garden.

Kassabaum noted that when the original design of the headquarters building was submitted to the Commission last year, it was turned down on several grounds. "On the basis of informal information from the Fine Arts Commission," Kassabaum said, "we feel that the revised design has narrowed the differences between our architects and the commission to a single detail. The Board of Directors, therefore, has requested that Mitchell/Giurgola attempt to resolve the single remaining difference with the Commission."

He said officers of AIA would seek an informal meeting in the near future between representatives of the Institute, Mitchell/Giurgola Associates, and the architect members of the Fine Arts Commission, or all the Commission members, to discuss the building detail which is at issue.

In the revised design of the

building, the architects have called for the creation of a "notch" between the wings, creating a space well at the building's entrance.

It is this detail, Kassabaum said, which the Fine Arts Commission has informally said it objects to.

Kassabaum said the Board is very hopeful that Mitchell/Giurgola Associates will be able to resolve the single difference of opinion with The Fine Arts Commission that apparently exists on the joining of the two wings of the building.

There are several major differences between the original and revised designs of the building. Height of the building has been reduced from 90 to 72 feet, and floor area has been cut by about 15 per cent. The revised design calls for the building to sit further back from The Octagon House, and will retain the existing Octagon House garden while adding behind the garden a raised terrace that will be planted with trees.

The original design called for the facade of the new building facing toward the rear of The Octagon House to be a concave sheet of glass, and each floor of the structure stepped out toward The Octagon House. The revised design replaces this glass facade with a horizontal window treatment above the first two floors, and eliminates the floor step outs.

In the revised design, the "notch" between the two wings serves as a two-story high, glass-enclosed lobby. Above the lobby's glass roof, the "notch" will become an open space well.

FROM THE MAILBAG

Box 158, Frederiksted
St. Croix Virgin Islands

Arthur H. Davis, Editor
Empire State Architect
18 Tracy Street
Buffalo, New York 14201

As a participant in the Institute Competition I have read your article "An Elephant in the AIA's Parlor" with considerable interest.

I am sure that most of us submitted our drawings convinced not only that a solution was impossible, but also that the problem had been improperly presented.

We were asked to prove that "a distinctive contemporary building can live in harmony with fine architecture of a former time." The answer to this broad general statement is obvious; "Yes, it has been done many times."

However, what we really had to prove was "Can a private house and garden of the early Federal period, a beautifully designed example of domestic architecture, be incorporated into a contemporary commercial office building to form a harmonious architectural unit?" This is clearly an entirely different problem, and the competition proved conclusively what the Institute should have known in the first place, that the answer is "No".

Still, all this has not been in vain if it shows us our way to go. I believe it does, and that our way is a complete and total separation of the Institute from the Octagon.

Let the Institute present the Octagon to the U. S. Government on condition that the house and garden be preserved as an Historic Monument. Undoubtedly a good use can be found for it as the headquarters of some organization.

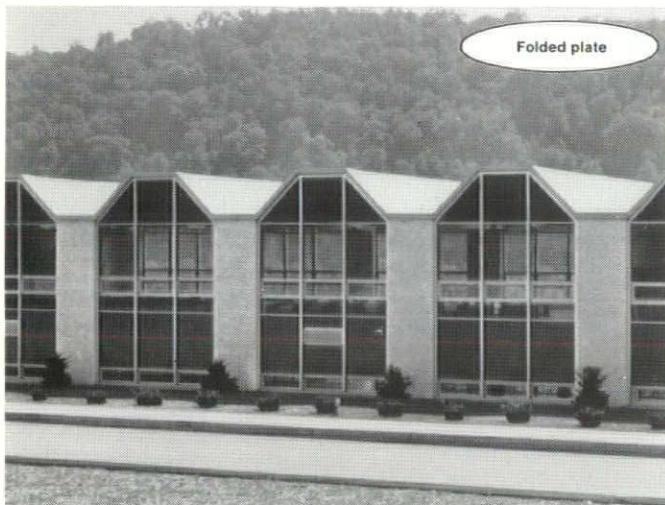
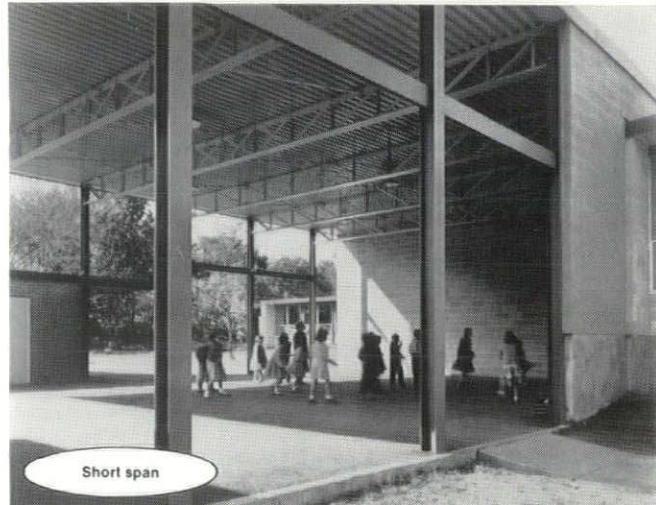
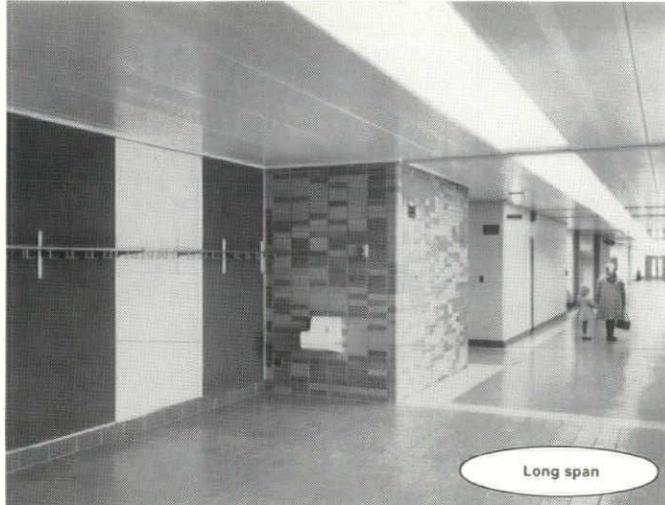
In return, ask for the gift of a site in a suitable location where the Institute will have room to erect a building adequate for its present needs and capable of enlargement in the future.

The time has come to escape from this dilemma which pours ridicule on the Institute and questions the reason and good sense of the profession as a whole.

Our way to go is clear, let us take it.

William G. Thayer Jr.

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DEPARTMENT OF TRANSPORTATION HEARINGS.



ALBERT MELNIKER

Albert Melniker, AIA, vice president of the New York State Association of Architects, an organization composed of more than 2800 architects in New York State, made a strong plea for the talents and services of the members of the profession in helping to solve many of the transportation problems that must be faced by the newly created Department of Transportation of the State of New York.

Mr. Melniker made his recommendations at the public hearing held in Albany on June 26 before J. Burch McMorran, Commissioner of Transportation. The Commissioner is requesting the views of individuals and organizations, he announced, "to formulate a long range comprehensive statewide master plan for the balance development and coordination of commuter and general transportation facilities and services." He has asked that a broad spectrum of these problems be presented and the interaction of the transportation system on environment and its effect upon the economy of the state.

Characterizing those who are specialists in the fields of planning and transportation, Mr. Melniker said laconically "if war is too important to be left to the generals, transportation planning is too important to be left to the specialists." The kind of planning needed, he stated, was that to be contributed by professionally trained experts eminently qualified in the concept of total comprehensive planning and leadership which they have aptly demonstrated by their leadership in coordinating all phases of urban and community problems, of which transportation is a vital part.

Mr. Melniker called attention to the necessity of avoiding those mistakes which have occurred in the past where highway transportation, planning was not coordinated with the plans of towns and communities as to the existing environment and future potential growth.

"The architect," he said, "is most intent to avoid the mistakes made for example in San Francisco and the almost critical mistake of New Orleans. New York State is the pioneer in legislation of fundamental planning, and this planning requires the best ability and talent obtainable to develop master and individual plans to the highest degree of performance such as can be rendered by the architects in New York State. Transportation," he further stated, "cannot be separated from the total planning process. Planning, obviously, cannot be divided into little pieces; it must be total and comprehensive. Too many shortsighted transportation plans have resulted in chaos and the defacement of communities. There must be avoidance of the repetition of such mistakes by so-called specialists."

Mr. Melniker recalled that his organization had heartily supported the transportation bond issue when it appeared on the ballot last fall, and which was substantially approved by the voters. He also called attention to the important role that the architect is contribut-

ing to such state agencies as the Dormitory Authority, State University Construction Fund, the State Council on Architecture, and many others. The architectural profession, he stated, is ready, eager and willing, and has the capabilities to render effective service to the public.

Mr. Melniker exhorted the State Department of Transportation to give serious consideration to the problems that require the best solutions for all phases of public transportation, that must include adequate planning and architectural consideration to highways, bridges, airports, heliports, ferry and water-borne transportation, bus terminals and rail facilities. It must become involved in every issue that concerns itself with the lifeline of civilization, mainly transportation. It is apparent that the crises of the cities is to the greatest extent effected through transportation that the mobility of our urban population, for both people and goods, is vital to a strong and progressive economy."

Mr. Melniker pledged the cooperation of his organization and the support of the entire architectural profession if it is given an opportunity to serve the public interest.

To avoid overlooking past efforts and undercutting present and future efforts, as a place to begin, we applaud Vice President Melniker's plea, and urge that more such confrontations with various bodies politic take place. All too often these bodies rigidly adhere to Gumperson's Law (See Page 36) and resort to the profession of architecture to plan buildings and cities only after itinerant aesthetes, Liberal Bureaucrats and Budgetary Conservatives write the program. Combine such with many antiquated codes and the results can only be more environmentally destitute buildings and cities.

COUNTDOWN TO CAMPUS - NEW STATE UNIVERSITY OF NEW YORK AT BUFFALO . . . 10, 9, 8, 7, 6, . . .

The State University Construction Fund today announced that the firm of **Sasaki, Dawson, DeMay Associates, Inc., Watertown, Massachusetts** has been designated to undertake the detailed site design and development of the Campus Plan and the development of an Action Program at the new Amherst site of the State University of New York at Buffalo.

Today's announcement will be followed by the designation of architects to proceed with final development plans for the various facilities in accordance with the approved conceptual plan developed by **Skidmore, Owings & Merrill of New York City**.

HIDEO SASAKI graduated from the University of Illinois where he earned a Bachelor of Fine Arts in Landscape Architecture. He continued his education at the Graduate School of Design, Harvard University where he received a Master in Landscape Architecture. He is a registered Landscape Architect in six states.

In addition to being a principal in the firm of Sasaki, Dawson, DeMay Associates, Mr. Sasaki is Professor and Chairman of the Department of Landscape Architecture,

Graduate School of Design, Harvard University.

In 1962, the late President John F. Kennedy appointed him a member of the United States Commission of Fine Arts, a post to which he was reappointed by President Lyndon B. Johnson in 1966. Mr. Sasaki is also a member of the Advisory Committee on Arts and Architecture for the John F. Kennedy Memorial Library and a member of the American Society of Landscape Architects.

The firm of which Mr. Sasaki is a principal is noted for their work in campus planning, having done projects on more than thirty colleges and universities, including Foothill College, Los Altos, California; the University of Colorado; and the University of Rochester. In addition, the firm has won innumerable awards for projects, including the design of Constitution Plaza, Hartford, Connecticut and the Copley Square Competition, Boston, Massachusetts.

STUART O. DAWSON was graduated from the University of Illinois where he earned a Bachelor of Fine Arts in Landscape Architecture. He continued his education at the Graduate School of Design, Harvard University, where he received

a Master in Landscape Architecture. He is a registered Landscape Architect in three (3) states.

Mr. Dawson has been visiting critic and lecturer at more than nine colleges and universities, including Harvard, Michigan State and Rhode Island School of Design. He is a member of the American Society of Landscape Architects.

KENNETH DEMAY was graduated from Pratt Institute where he received a Bachelor of Architecture. He earned a Master in Architecture from the Graduate School of Design, Harvard University, here he was a Langley Scholar. He is a registered Architect in seven (7) states.

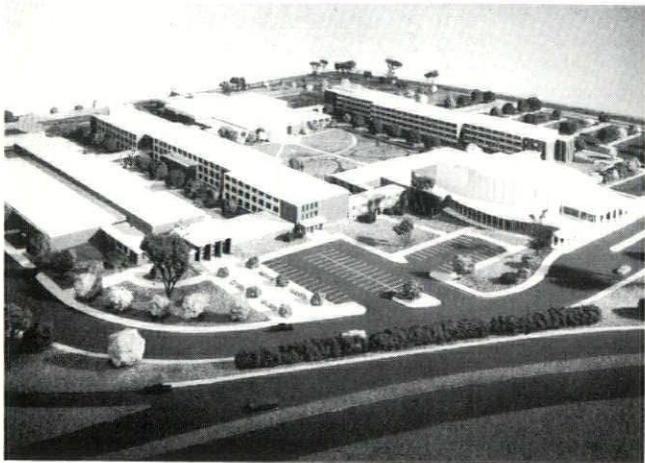
In addition to being a visiting critic at Harvard University, Graduate School of Design, he was chief critic at Pratt Institute where he also served as Assistant Dean. He is a member of the American Institute of Architects and the Boston Society of Architects.

The State University Construction Fund is a public benefit corporation established by the New York State Legislature in 1962 upon the recommendation of Governor Rockefeller to expedite the construction of physical facilities to meet the State University's Master Plan requirements.

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DAN L. SUTTER

Dan L. Sutter, vice president and director of engineering for Anchor Concrete Products Inc., died Saturday (July 27, 1968) in Roswell Park Memorial Institute after a long illness. He was 59.

Mr. Sutter, of 10 Gresham Dr., Amherst, was graduated from Bennett High School and the University of Michigan, where he received a bachelor of science degree in architecture in 1935.

Mr. Sutter was employed by local architectural firms prior to becoming director of the Buffalo engineering division of H. H. Robertson Co. in 1945. He joined Anchor Concrete Products in 1949.

He was a founder and past president of the Western New York

Chapter of the American Concrete Institute and a past president of the Structural Clinic of Buffalo. Mr. Sutter was also active in the Construction Specifications Institute, the American Society for Testing Materials, and the National Concrete Masonry Association.

He was a member of the University of Michigan Alumni Association, the Buffalo Area Chamber of Commerce, and an associate member of the American Institute of Architects.

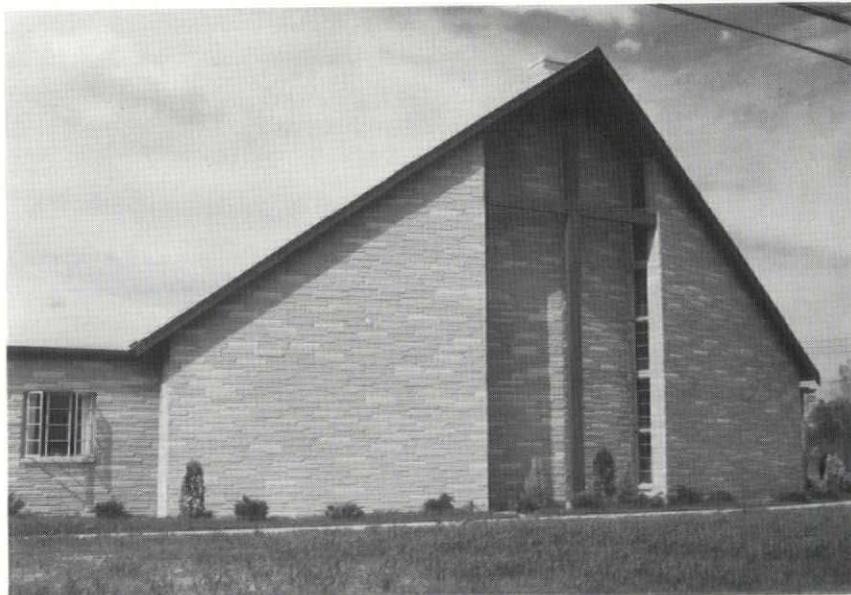
Survivors include his widow, Margaret; a son Mark D.; a daughter, Kathleen E. Sutter; and three sisters, Mrs. John Curtiss, Mrs. Alfred Gilkey and Mrs. Alfred Zuefle.

Because Dan was so active in concrete and engineering circles, locally, state wide, and nationally, and because he had so many friends and acquaintances, it was believed his passing warranted this announcement.

Ed.

MIAMI STONE

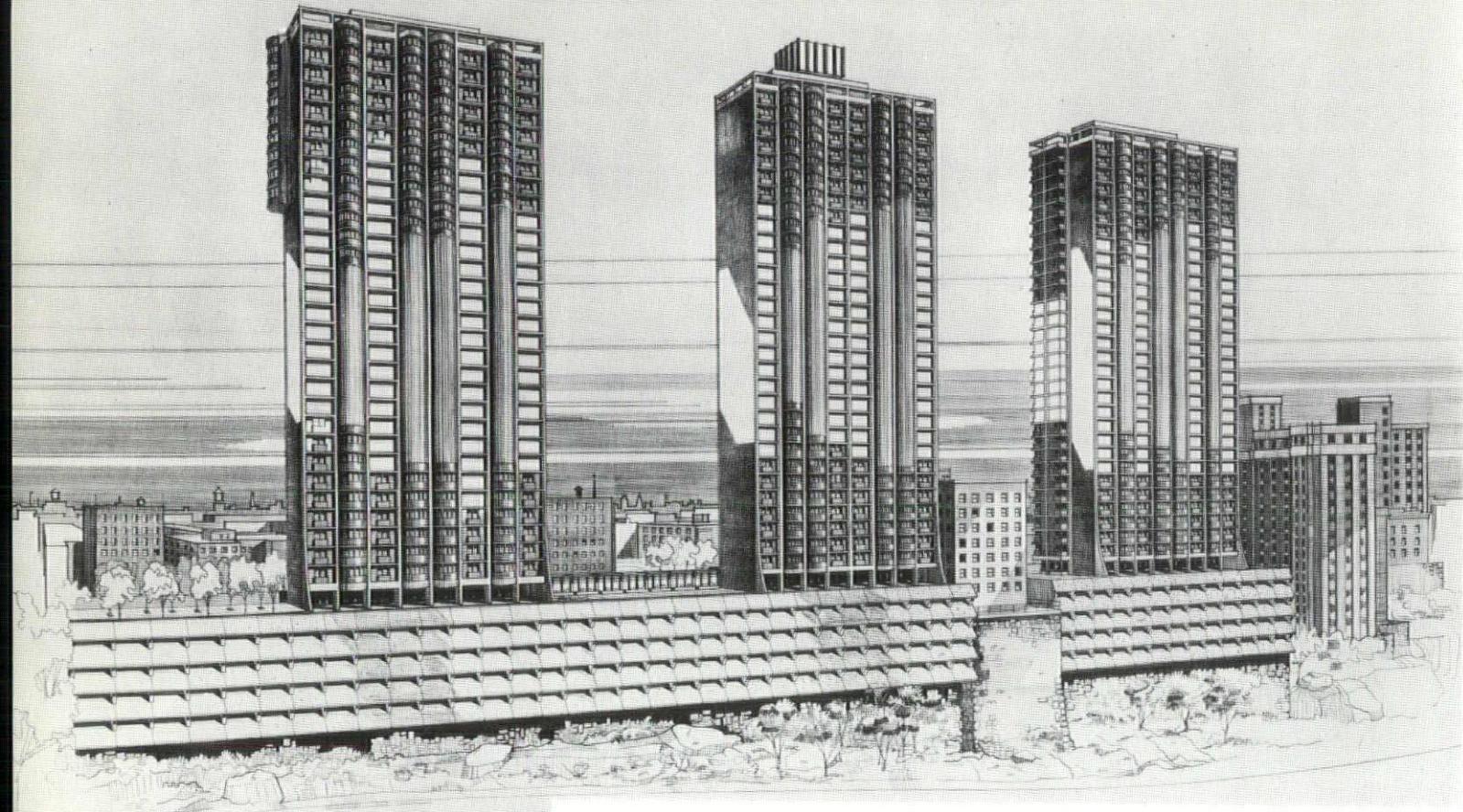
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BARD HAVEN DEVELOPMENT

Bard Haven Development, a residential complex of three 30-story towers containing 410 apartments for married students, faculty and the professional staff of its College of Physicians and Surgeons, will be built by Columbia University.

The new project will be erected on a site that overlooks the Hudson River and is bounded by Riverside Drive and Haven Avenue between 170th and 173rd Streets. The development is near the Columbia-Presbyterian Medical Center where the College of Physicians and Surgeons is located. The Medical Center complex occupies the area between Broadway and Fort Washington Avenue from 165th Street to 168th Street.

Construction of the \$11,000,000 project, which was designed by the New York architectural firm of Brown Guenther Battaglia Galvin, will begin in January. Completion is expected by June, 1969.

The three towers will rise from a broad promenade roofing a four-level "podium" that will extend virtually the full length of the site and provide tenant parking facilities for 275 cars. The four levels feature a concrete louvered design with an awning-like appearance that provides a dramatic architectural accent to the three towers and to Manhattan's Upper West Side river front when viewed from the west.

All apartments in the Bard Haven Development, which includes efficiencies, one-bedroom and three bedroom units, feature curved bay windows and panoramic views of the Hudson River and the Palisades.

The southern tower, with 180 one-bedroom and efficiency apartments for married students, will be joined to Bard Hall, a dormitory for unmarried students of the College of Physicians and Surgeons and some from Columbia's College of Dental and Oral Surgery. The middle and northern towers will consist of three-bedroom units.

In addition to the panoramic views to the west, apartments also will be afforded views of the city to the east through "ausgang" corridors. An "ausgang" is an outside corridor into which apartment entrances and windows open.

The reinforced concrete structures will be brick faced and will be fully air-conditioned. At the promenade level, the buildings will have loggias and apartments for building management and service personnel.

Brown Guenther Battaglia Galvin also are architects for the 100-apartment St. Clair Place Development for Columbia faculty members now being constructed at St. Clair Place and Riverside Drive near 125th Street. This structure adjoins a 180-apartment tower for faculty members also designed by the firm and completed in 1964.

Funds for the Bard Haven Development are being provided by 30-year loans from the New York State Dormitory Authority.

Consulting structural engineers are Fischer Sadler Associates, and Farkas, Barron & Partners.

Mechanical and electrical consultants are Kimel Associates.

SAINT CLAIR

PLACE

DEVELOPMENT

A 20-story apartment building on top of a four-story office wing will be built by the New York Dormitory Authority for Columbia University in a major expansion of a project providing conveniently-located residential facilities for faculty members, it was announced today.

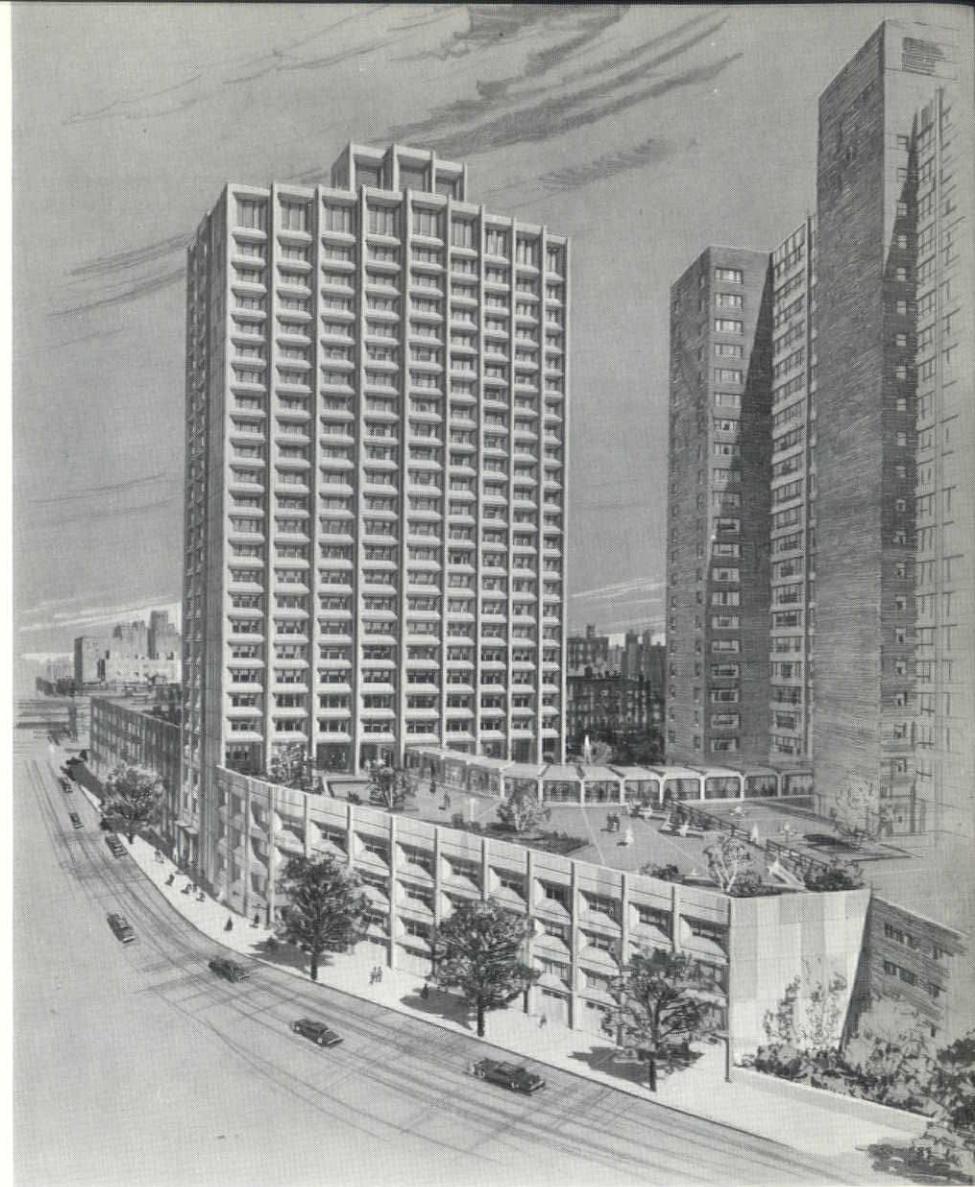
Containing 100 apartments, the new building will rise on a site adjacent to an existing faculty residential tower at St. Clair Place and Riverside Drive constructed by the Dormitory Authority for Columbia University. The present 180-apartment faculty residence at 560 Riverside Drive has been fully occupied since completion in 1964. The St. Clair Place development is six blocks north of the campus.

Occupancy of the new apartment building and offices is expected in early 1969. All office space will be used by Columbia University.

The new structure has been designed to blend with the present apartment house as an architecturally coordinated unit by the New York firm of Brown Guenther Battaglia Galvin, architects for both buildings.

The residential tower will rise from the base of the four-story office wing which is contiguous with a four-story garage on top of which the existing faculty residential building is erected. The merging at the top of the office building with a terrace on the garage roof will produce a considerably enlarged recreation space with play areas for children.

The four-story office wing, like the garage structure, was planned to solve a difficult site problem, according to Bernard Guenther, partner in the architectural firm. Because the site slopes below the Riverside Drive viaduct, the residential floors were designed to stand above the non-residential segments of the structures in order to provide tenants with an unobstructed view of the Hudson River.



**SAINT CLAIR PLACE DEVELOPMENT
FOR
COLUMBIA UNIVERSITY**

The two apartment houses also will be linked by a glass-covered passageway at the terrace level. This level also will have loggias, apartments for building management personnel and service rooms.

A restaurant and lounge for faculty members of Columbia and of associate institutions will occupy the top floor of the new building, affording a sweeping panorama of the city and the river.

Entrance will be through the 560 Riverside Drive lobby while entrance to the offices will be from St. Clair Place.

The new structure will be framed in cast-in-place concrete columns. The north, south and west walls, including the office wing, will have walls of splayed precast concrete panels, while large areas of contrasting brick also will be used

on the north and south walls. The east wall, where the building's glass-enclosed "ausgang" corridors are located, will be framed with concrete columns and flanking brick walls. An "ausgang" is an outside corridor into which apartment entrances and windows open, permitting an unobstructed view.

The new building, like the existing one, will be centrally air-conditioned. Apartment ceilings will be sprayed with acoustical materials.

Cost of the new building is estimated at approximately \$5,000,000, excluding the land which is owned by Columbia University.

Planet Construction Corp. is the contractor.

Foundation work, which was recently completed, was performed by Spencer, White & Prentis.

GUMPERSON'S LAW . . .

Wherever there are new and emerging techniques — there too you will find formulas and laws: This one should adapt to everyone and all techniques.

Ed's. Note
(Taken from Something)

Gumperson's Law accounts for the fact that you can throw a burnt match out the window of your car and start a forest fire, and yet use a whole box of matches and a complete edition of the Sunday paper under the dry logs in your fireplace.

The law, stated simply, is that the contradictory of a welcome probability will assert itself whenever such an eventuality is likely to be most frustrating. Those familiar with these matters will perhaps recognize another version of the law. The outcome of a given desired probability will be inverted to the degree of desirability.

A brief elucidation of the law, with details on its origin and de-

velopment, is presented herewith for the benefit of you readers.

Dr. R. F. Gumperson, internationally famous divicist, began serious work in 1938 on a phenomenon long known to scientists but up until then considered as a mere curiosity. This was the fact that the forecasting record of the weather bureau, despite its use of the most advanced equipment and highly trained personnel, as not as good as that of the Old Farmer's Almanac. After four years of research, Gumperson enunciated his now famous law and was able to make a series of predictions later confirmed by other scientific workers in the field. Some of the better known of these include the following:

That after a raise in salary, you will have less money at the end of each month than you did before.

That the girl at the race track who bets according to the color of the jockey's shirt will pick more winners than the man who has studied the past performance of every horse on the program.

That children have more energy after a hard day of play than they do after a good night's sleep.

That the dishwasher will break down the evening you give a dinner party for ten people.

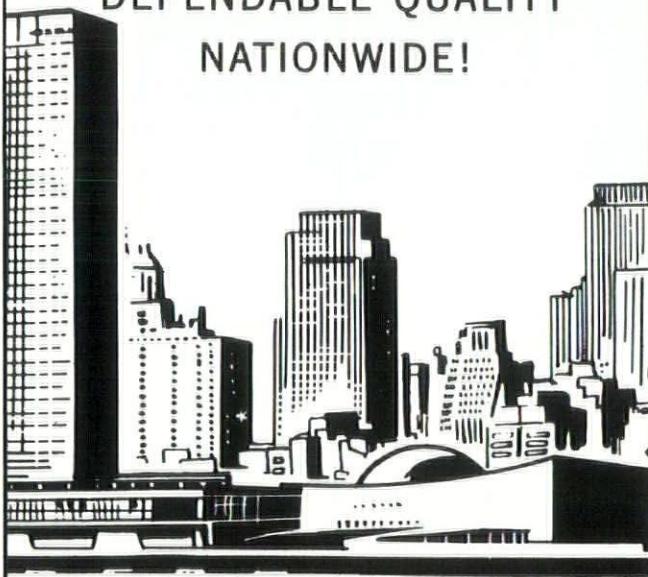
That good parking places are always on the other side of the street.

That after proofing a set of specifications thoroughly, even after being printed and bound, and finding it error free with no material omissions, be notified that the client cancelled the project three weeks ago.

Dr. Gumperson served as a consultant to the Army during World War II and evolved the procedure whereby the more a recruit knew about a given subject, the better chance he had of receiving an assignment involving some other subject.

There is no knowing to what further glittering heights Dr. Gumperson's genius would have led him had it not been for his untimely death in 1947. Strolling along the highway one evening, he was obeying the pedestrian's rule of walking on the left facing traffic and was struck down from behind by a Hillman-Minx driven by an English visitor hugging the left side of the road.

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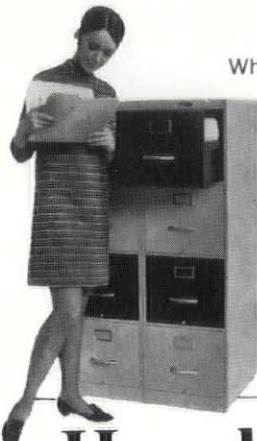
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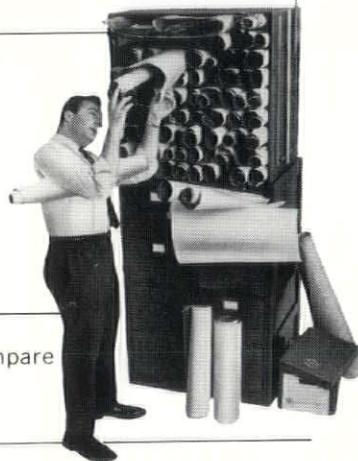


When Ann Jeffords came to work this morning, she quickly gathered the material for a nine o'clock meeting from her modern filing system.

When engineer Clark Lovell arrived, he began looking for his \$250 drawings and several tracings. After hunting for more than an hour, Clark finally found them. They were not only dirty. But badly wrinkled.

How about efficiency across the board?

Shouldn't Clark have filing equipment as modern as Ann's? Especially when you compare their salaries. And add up what Clark's inefficiency is really costing you?



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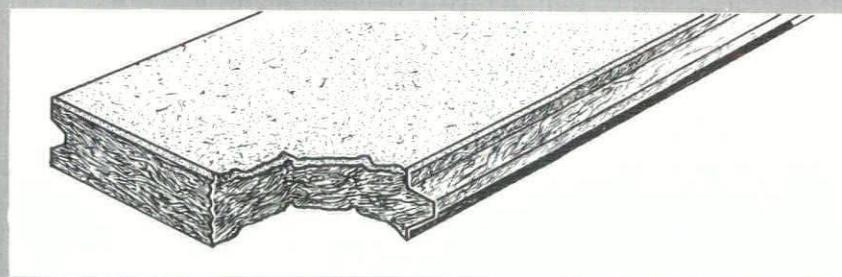
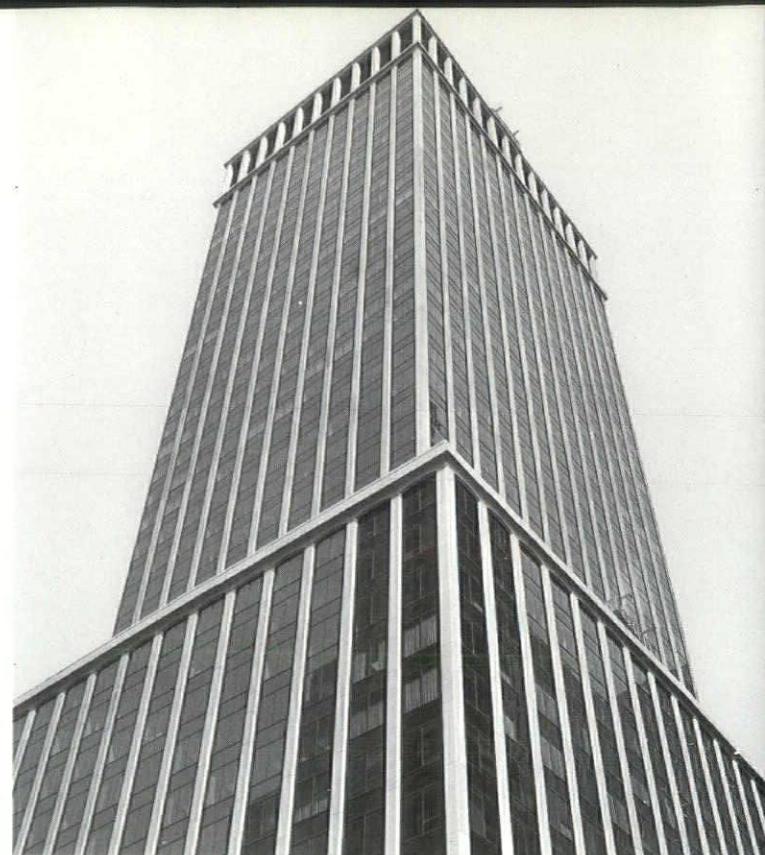


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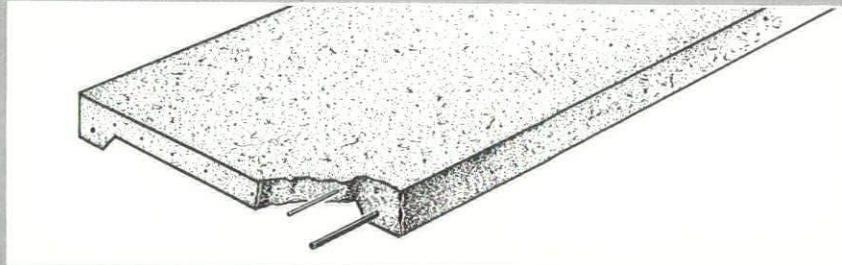
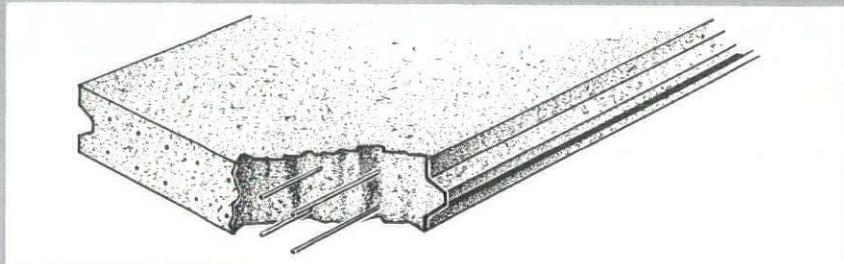
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AMERICAN AIRLINES AND COMPUTERS PLOT THE FUTURE WITH AN EMERGING TECHNIQUE

The problem of providing passenger (freight and maintenance installations for the giant subsonic and supersonic jet transports of the 1970s emphasizes the need of airline management for precise advance planning information in making these critical decisions, American Airlines announced in discussing American's facilities program through 1975.

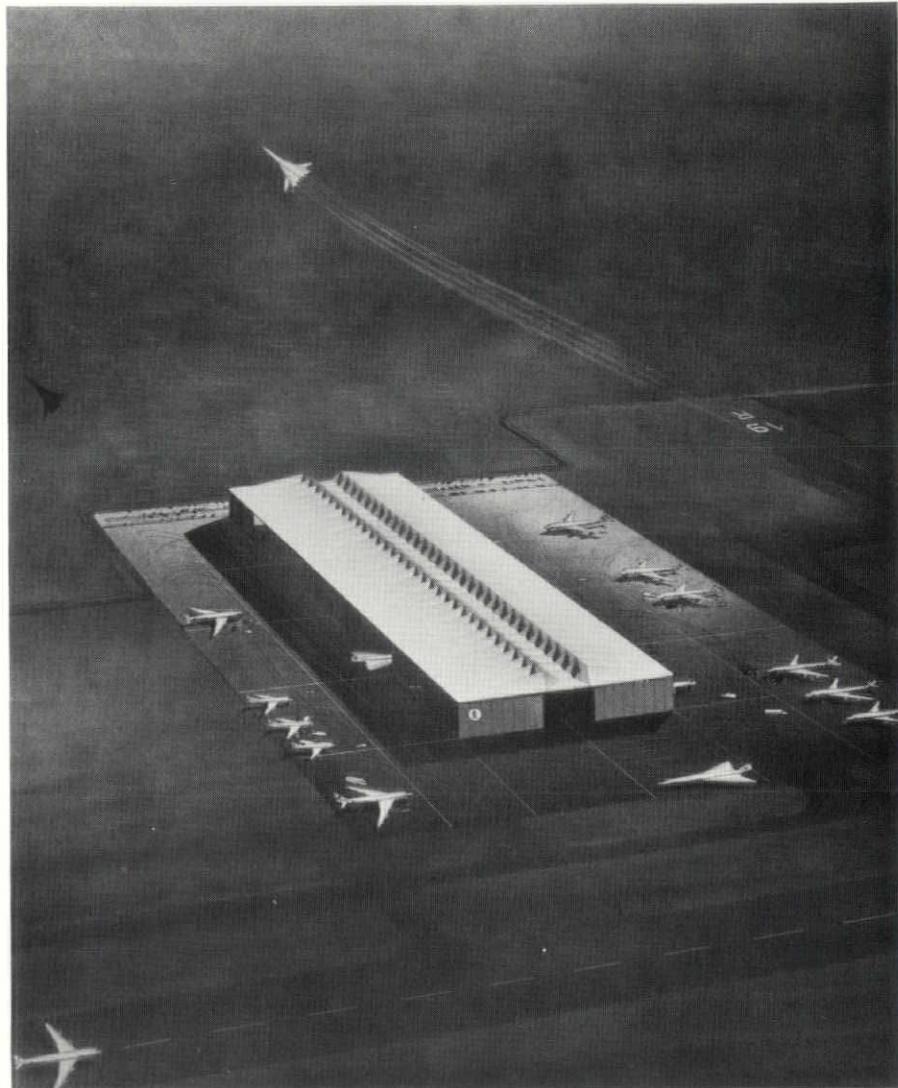
Donald J. Lloyd-Jones, vice-president of corporate planning, said American had concentrated thousands of hours and many months on such planning, since fixed facilities demand longer lead times than most other future requirements.

The company utilized sophisticated computer systems, including its own huge Sabre installation, in producing accurate information on which other departments could act on 1975 gate requirements, schedule needs, food requirements, ticketing needs, passenger flow and even the number of airport visitors on any given day or hour at any city served by the company.

The planning officer pointed out that the cost of ground facilities has climbed steadily in relation to flight equipment, reinforcing the need for advance data.

"In the early 1960s, when the first generation of jets were being introduced, U. S. airlines spent approximately \$1 on ground facilities for every \$10 on flight equipment. In 1971, we anticipate the ratio will narrow to \$1 to \$5."

The most dramatic development from American's planning for the 1970s is a revolutionary "super bay" maintenance hangar, announced today by R. Alan Mills, American's vice president of properties and facilities.



An artist's conception of how a super bay hangar installation, made up of several hangar modules, would look at San Francisco International Airport. American's maintenance hangar for the 1970s can easily be expanded by adding modules and can serve as a prototype for use any place in the world.

The versatile structure, designed to American's specifications, will provide adequate space for a mix of any airplanes in the airline's fleet of the 1970s, including the two subsonic jumbo jets — the 747 and DC-10 — as well as the U. S. and British-French supersonic transports. American's planning calls for construction of hangars at New York's Kennedy airport, Boston, Chicago, Newark, Los Angeles and San Francisco and at a new supersonic airport between Dallas and Fort Worth.

Each "super bay" hangar module will be 550 feet by 450 feet, with a floor area covering about the same space as seven football fields. The hangar will be five stories high, but despite the overall size will have a relatively low profile because of the steel and cable construction.

The roof, made up of prefabricated elements of sheet steel and cables, will eliminate the need for the usual cantilever trusses and roof purlins. The roof is an integral part of the structure instead of just a covering over the building.

The high strength cables used in the roof structure are six times as strong as conventional steel at only three times the cost. The cables will be integrated with the sheet metal and will act as if they are imbedded in the steel.



American Airlines has developed a unique maintenance hangar, shown in model above, to handle the giant airplanes of the 1970s. Its parts can be mass produced. It can serve as a prototype for reproduction any place in the world. Its

American Airlines found in planning for passengers and airplanes of the 1970s that one size of passenger concourse could handle all types of its airplanes from the three-engine 727 up through the U. S. supersonic jet. A possible arrangement, shown above, has two 747 jumbo jets and two DC-10s at bottom. Across the concourse is a U. S. SST flanked by two 707s and two "stretched" 727s. The concourse will be higher above the ground than today's concourses. Enclosed ramps can be adjusted vertically to connect the waiting rooms and the airplane doors despite the fact that American's fleet in 1975 will have more than a dozen door heights. The subsonic 360-passenger 747 jumbo jet and the U. S. SST each will have four different door heights.

sheet steel and cable construction is lightweight and economical. It can handle, from left to right, the U. S. supersonic jet, the jumbo subsonic jets — the DC-10 and 747 — and the present 707s and 727s.

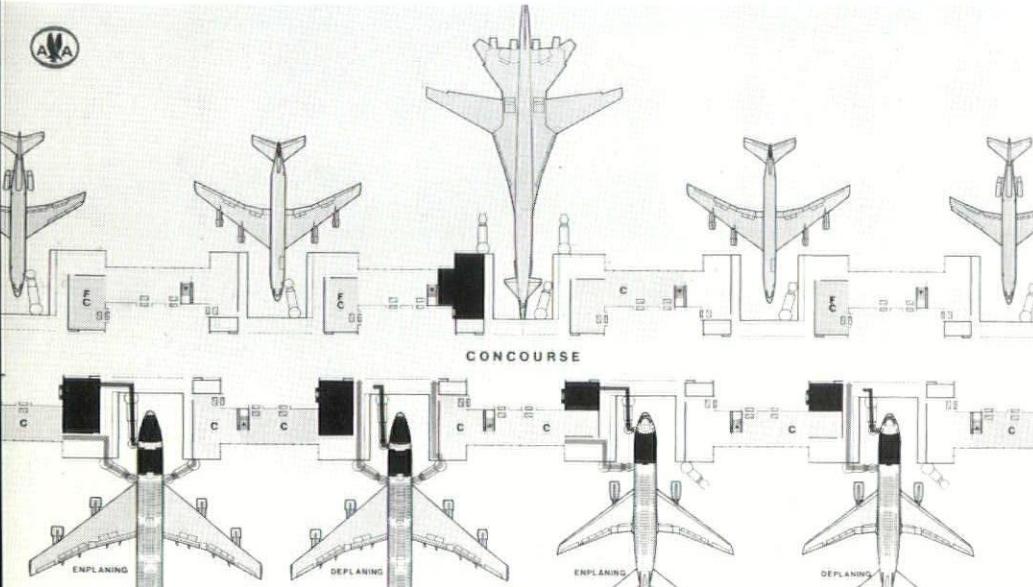
Inside the super-bay hangar, modular substructures will house the various work shops essential in a maintenance hangar. These modules will be suspended from the overhead to provide the maximum amount of unobstructed floor space for the hangar.

A grid of rails for traveling cranes will be installed on the underside of the roof in an area 100 feet wide on each side of the super bay hangar.

These cranes, needed for heavy maintenance or overhaul, will be movable anywhere within these areas. The engines of all parked airplanes will be under the crane areas so that moving cranes can be used in servicing the powerplants.

The hangar announcement highlighted a wide-ranging preview of American's ground facilities planned for the next 10 years. Among them is an \$11.7 million freight facilities planned for Kennedy airport and elsewhere and a passenger terminal scheduled for completion at the Dallas/Fort Worth airport but typical of the company's long-range approach towards meeting future requirements.

"Airline customers over the years have been receiving progressively better service — a trend we intend will continue," noted Mr. Mills in detailing American's future facilities planning.



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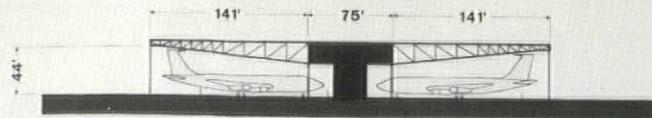
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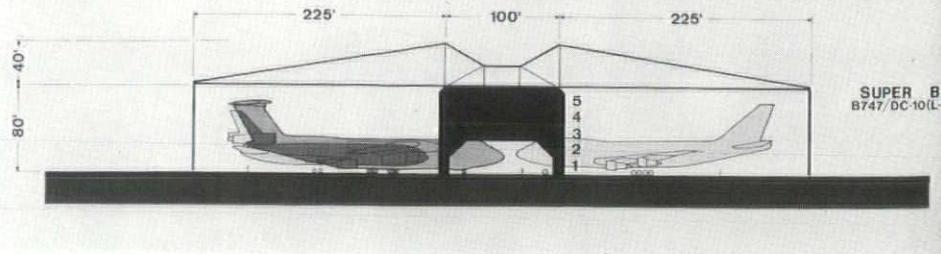
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The hangar was designed by American for three different operations — light maintenance, heavy maintenance, and overhaul — for at least six different airplanes, a minimum of 18 combinations, according to Mr. Mills. Cost of the "super bay" hangars, fully equipped, will range from \$6 million to \$10 million each, depending upon mission and location, although the hangar "shell" of sheet steel and cables will cost approximately \$2 million apiece, he said.

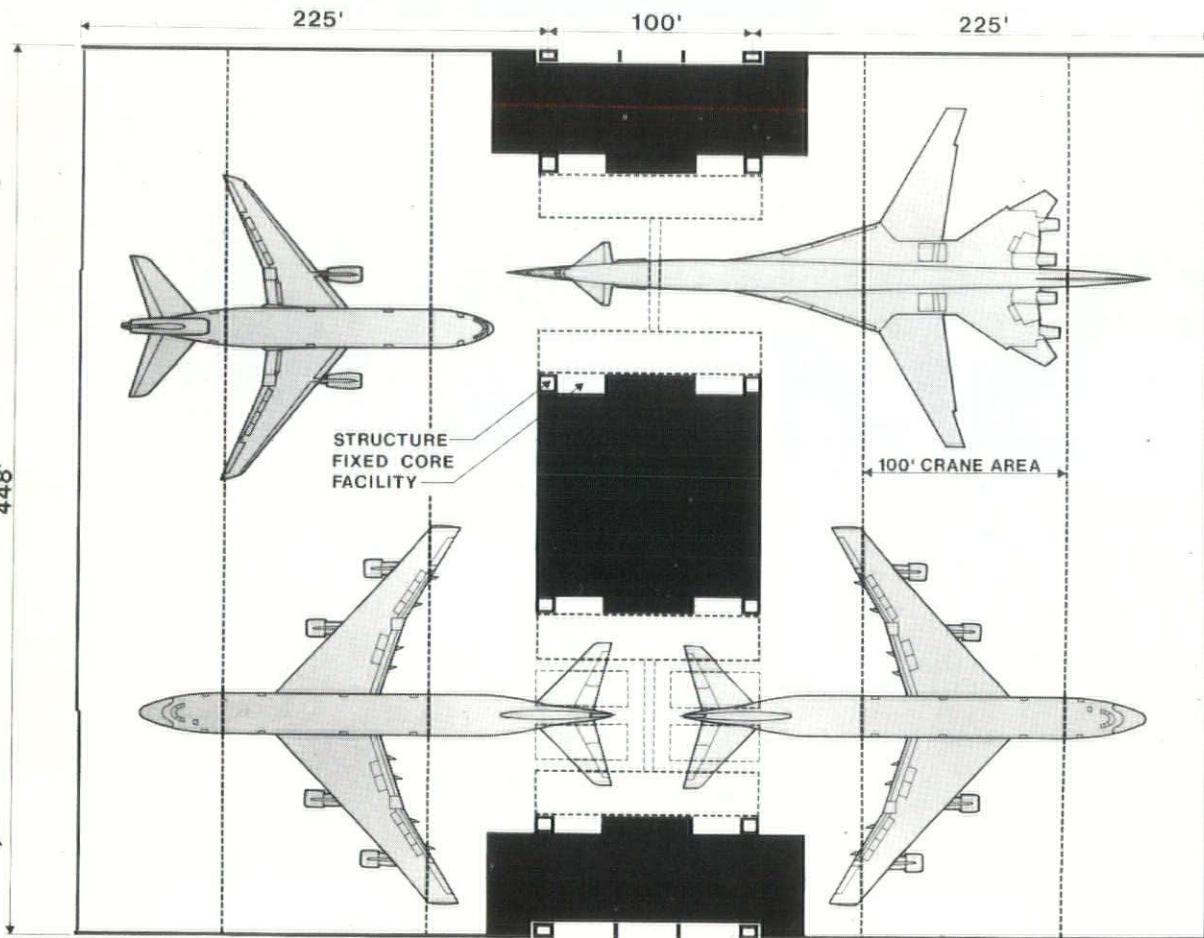


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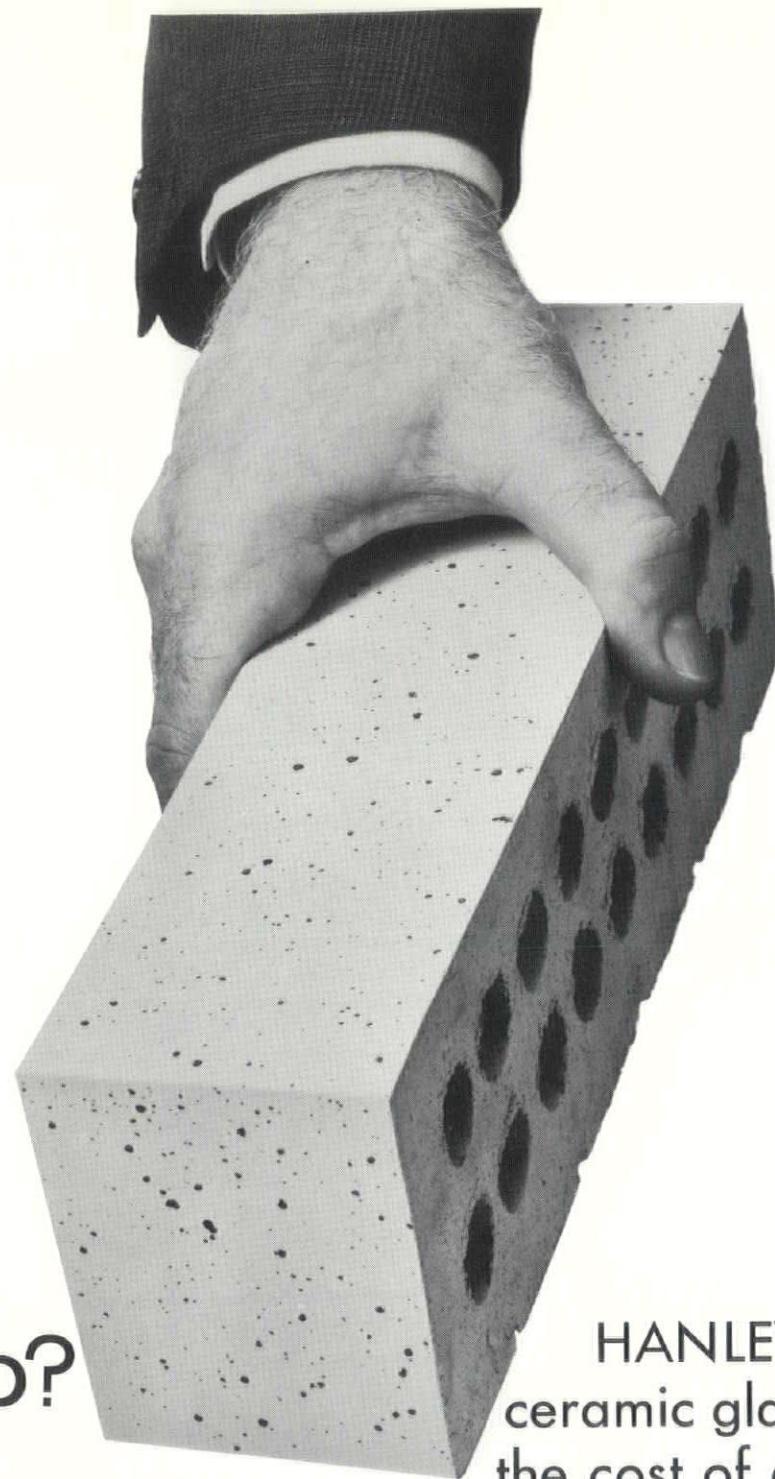


SUPER B
B747/DC-10/L-101

American Airlines' new "super bay" maintenance hangar will have five stories of space under the roof and can handle the largest planned airplanes of the 1970s in either "nose in" or "tail in" positions. The drawings above show a comparison of sizes.



The new "super bay" maintenance hangar of American Airlines will permit simultaneous work on any types of airplanes the airline expects to have. One super bay shown above can easily handle two 747 jumbo jets, at bottom, plus a U.S. SST and a DC-10 jumbo trijet. A grid of rails for traveling crane will be installed on the underside of the roof in an area 100 feet wide on each side. Cranes will be movable anywhere within these areas and the engines of all parked airplanes will fall under the crane areas.



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EVERYTHING HAPPENS FOR THE BEST . . .

Being an editor of a state wide publication representing a group of dedicated professionals is at times a responsibility not to be taken lightly. All fronts must be covered, no one must be slighted, no one must be offended, and as many as possible must be pleased.

How much, or how often these guide lines were exceeded or observed is difficult to ascertain, but for sure we tried to stay within them. Hopefully, nothing was done in excess.

Time may dim memory, but will never erase the countless pleasant occasions, the pleasant people met directly and thru correspondence.

Naming names to thank would be a perilous exercise because some so deserving would be overlooked.

However it would be dereliction of duty to fail to thank the Of-

ficers, Directors and the Executive Office of The New York State Association of Architects for the opportunity to serve in the capacity of editor; and for their cooperation and patience.

I hasten to say that while cooperation was good, I sincerely hope the new editor will accept nothing less than great. The **Empire State Architect** can be the most meaningful link between the Officers and the Constituency, and this link must be forged ever stronger.

I do not, for a moment imply that the **E.S.A.** throughout all its years and under all its editors has not served the Association well, but it is my opinion that real opportunity now knocks. Beyond the door stands a professional team, experienced people who really know what makes a professional publication, professional.

So to all, just don't sit there! Answer the door and let them in! Once they are inside, evince "edi-

quette," hospitality, cooperation and above all be aware of what this book can do for us in unity of desire, organizational purpose and politically . . . A voice to be heard.

My most sincere wishes for success to Ted Morris, and his organization as they assume the reins of publishing and editing the **Empire State Architect**.

In these days of instant news and burgeoning technology, or emerging techniques if you prefer, this publication really has become a full time job.

Finally I liken **E.S.A.** to Eliza in **My Fair Lady**, a good girl, but needing a bit of savoir-faire and finesse. At this moment, somewhere, waits an "Enry 'Iggins" to aid in the metamorphosis; another Fair Lady, if you will.

Again, I say good luck "Enry", and 30.

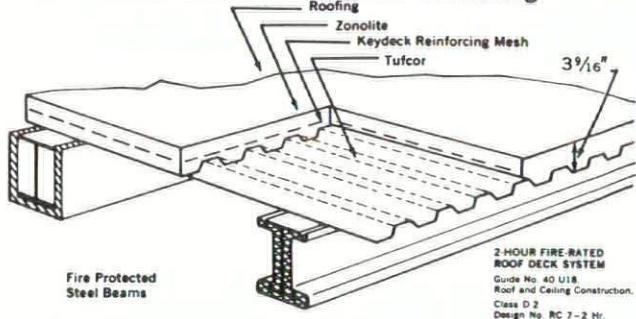
Art Davis

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NEW CHAIRMAN



O. M. Uengers

O. M. Uengers, prominent German architect, has been appointed chairman of the Department of Architecture at Cornell University's College of Architecture, Art, and Planning.

Mr. Uengers, who has gained international recognition for both his professional work and teaching, now is professor and ordinarius at Technical University of Berlin and Prodean of that University's Faculty of Architecture and Urban Design. One of Europe's most innovative young architects, he is known for his planning and urban design proposals as well as for many building designs, particularly in housing, extending from low to high income projects and from single buildings to large complexes.

His appointment was announced by Cornell President James A. Perkins.

"We are delighted to add to our faculty such a distinguished architect and educator," Perkins said. "We are particularly pleased that Mr. Uengers' interests extend from the traditional areas of architecture to the broad problems of urban design and housing."

Uengers is one of the members of the group of prominent international architects known as Team Ten, which sponsors international symposia on critical questions regarding the directions of architecture, with an aim not to theorize but to build.

Uengers has been visiting critic at Cornell in 1965 and again this spring. One of the elements which attracted him to Cornell is its New York City Program, with its headquarters in Union Square. He has indicated that he expects to expand this contract between the Ithaca-based architectural program and the realities of urban problems provided by the New York City Program.

A native of Kaisersesch in West Germany, Uengers was graduated in 1950 from the Technical University, Karlsruhe. He has operated a private architectural office in Cologne since 1950 and in Berlin since 1956. He has been Professor of Architecture and Urban Design at Technical University in Berlin since 1963. From 1965 to 1967 he was dean of the faculty of architecture and senator of the university. He has been prodean since 1967. He is a member of the Bund Deutscher Architekten and the Deutscher Werkbund.

His architectural experience has been extensive and includes a 2,000 unit housing project done in Berlin in 1961. He also has built many other apartment projects as well as single family houses, office buildings, and factories, mainly in Cologne and Berlin. He has been involved in numerous urban redevelopment projects and has generated much attention through his many entries in architectural competitions. Recently he has been conducting computer research, particularly in dealing with low-cost housing.

Besides being visiting critic at Cornell twice, he has also served in that capacity at Trebizon, Turkey; Rome, and Moscow and on architectural reviews at Harvard.

Uengers is married and the father of three children.

Newly elected officers of the Buffalo-Western New York Chapter of the A.I.A. were:

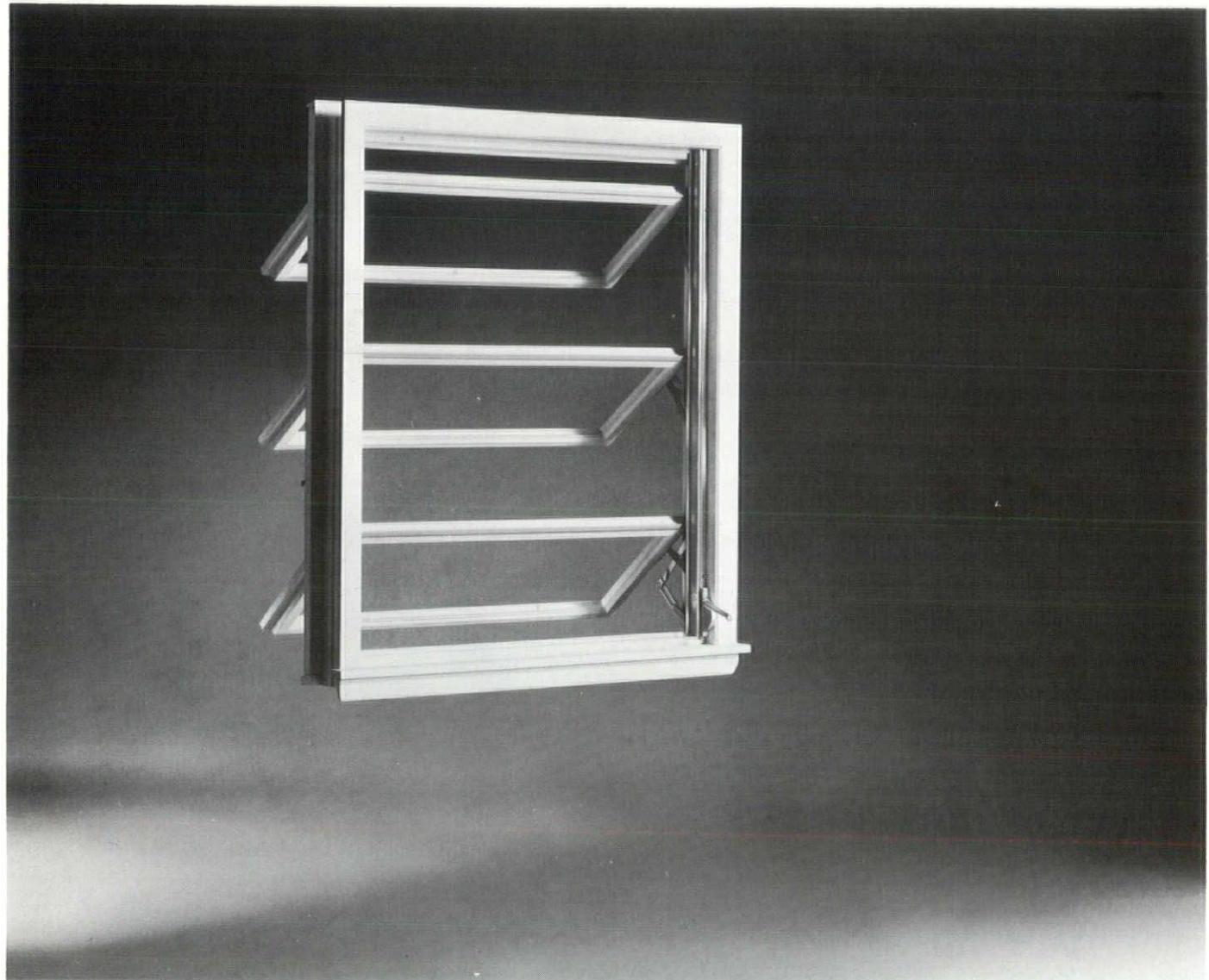
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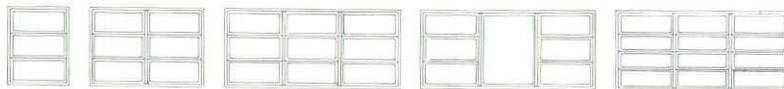
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Throw Away Houses

Throw-away housing is the answer to the nation's pending housing shortage, according to a Cornell University study released today.

Living units mass produced in factories at a fraction of current costs could be built with a life expectancy of 15 to 20 years or more. A living complex would be assembled with completely equipped and furnished portions, that is with interchangeable modules. When worn out, a module could be replaced by a shiny new unit straight from the factory. (Don't close that factory—Ed.)

For example, already under construction are prototype bathroom and kitchen units that arrive at the building site in a crate, completely factory assembled. All that is needed for installation is an unskilled worker to tighten a few connections to the water and sewer system.

The study was completed by the Center for Housing and Environmental Studies at Cornell under the sponsorship of the State of New York Joint Legislative Committee on Housing and Urban Development.

Modules could be assembled as single family homes, row housing, and low or high-rise apartments. The basic module is transformed into bedrooms, kitchens, and other rooms, by the addition of "secondary components" such as a bathroom package, entertainment wall, storage wall, prefabricated fireplace, kitchen-appliance package, or other. All could be slid into place and plugged into an existing utility grid.

The utility grid could be the spine of a row housing project, or integrated in a low or high-rise apartment platform designed to receive the ready-to-use living units.

The life expectancy of the modules, utility grids, and receiving platforms would all vary and be scientifically calculated to provide maximum use at minimum costs within a practical range of up-to-date living standards during the life of the unit. For example, an apartment platform could be designed to last for a hundred years, the same as many houses and apartment houses now existent.

However, such a platform would not be stuck with obsolete kitchen layouts, wiring and plumbing, so much a part of traditional construction and the cause of many inconvenient and expensive alterations during the total lifetime of a building.

The 278-page report points out the basis for such seemingly far-out thinking exists already when one takes a close look at the maligned but eminently successful mobile home industry.

According to Joseph Carreiro, chairman of the Department of Housing and Design at Cornell and director of the study project, factory produced mobile homes accounted for more than one of every four of the nation's new single family homes in 1967.

The report does not necessarily advocate more mobile homes but it does strongly recommend an overall modernization of the building industry through adaption and expansion of many of the mobile home industry's techniques and, especially, its systems approach to the industrial production of living units.

According to the Cornell study, mobile home units are produced completely furnished by industry at from \$5 to \$8 per square foot. This compares to \$12 to \$14 a square foot for conventional housing, unfurnished. (This seems low!)

One of the most significant increases in the cost of housing is the cost of labor. In conventional construction there is a one to one ratio in material and labor costs. The report points out that in an industrial systems approach there is an eight to one ratio. Prefabricated home construction should not be confused with industrially produced housing modules. Prefabrication accounts for only the house shell and extensive onsite-labor is still required.

Carreiro states an industrial systems approach in the construction industry is the only way it is possible to build the 2 to 2 1/2 million homes President Johnson says are needed in each of the next ten years.

"In effect we must rebuild the United States in order to meet our expanding housing needs," Carreiro said.

The report states: "The major immediate obstacle to the use of such modules is the matter of building codes and labor restrictions. The dilemma for the manufacturer of houses is that substantial savings can result only from complete factory production, including plumbing and electricity, but his product may not be accepted in many areas . . . often his completed product will have to be disassembled at the site to accomodate local inspectors (both building and labor)." (Sad, but true! —Ed.)

In one project cited, plumbers had to be transported from Massachusetts to Virginia to meet labor regulations.

In addition to overcoming building code and labor regulations as obstacles to wide use of factory produced housing, the report calls for governmental subsidy of immaculate projects and for research in further development and refinement of the systems approach.

Included in the team working with Professor Carreiro on the above study were Allen Bushnell, assistant professor of housing and design; Joseph Koncelik, assistant professor of housing and design; Charles Pearman, assistant professor of architecture; and graduate students, Howard Levirne and Steven Mensch.

The report, entitled, "The New Building Block — A Report on the Factory-Produced Dwelling Module," is available from the Cornell Center for Housing and Environmental Studies at \$5 a copy.



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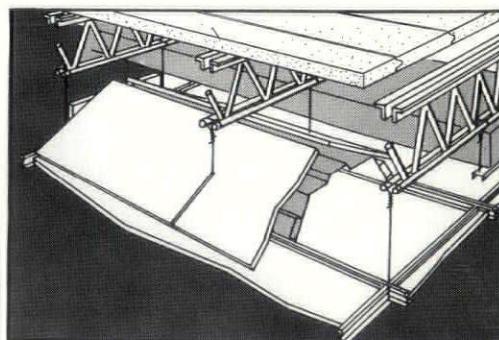
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Certain of the glasses reduce solar heat gain and brightness. Others insulate against cold. Some do both. So they lower cooling and heating capacity requirements as well as operating costs.

All contribute to comfort. Beautiful.

For full information, see your PPG Architectural Representative or write PPG INDUSTRIES, Inc., One Gateway Center, Pittsburgh, Pennsylvania 15222.



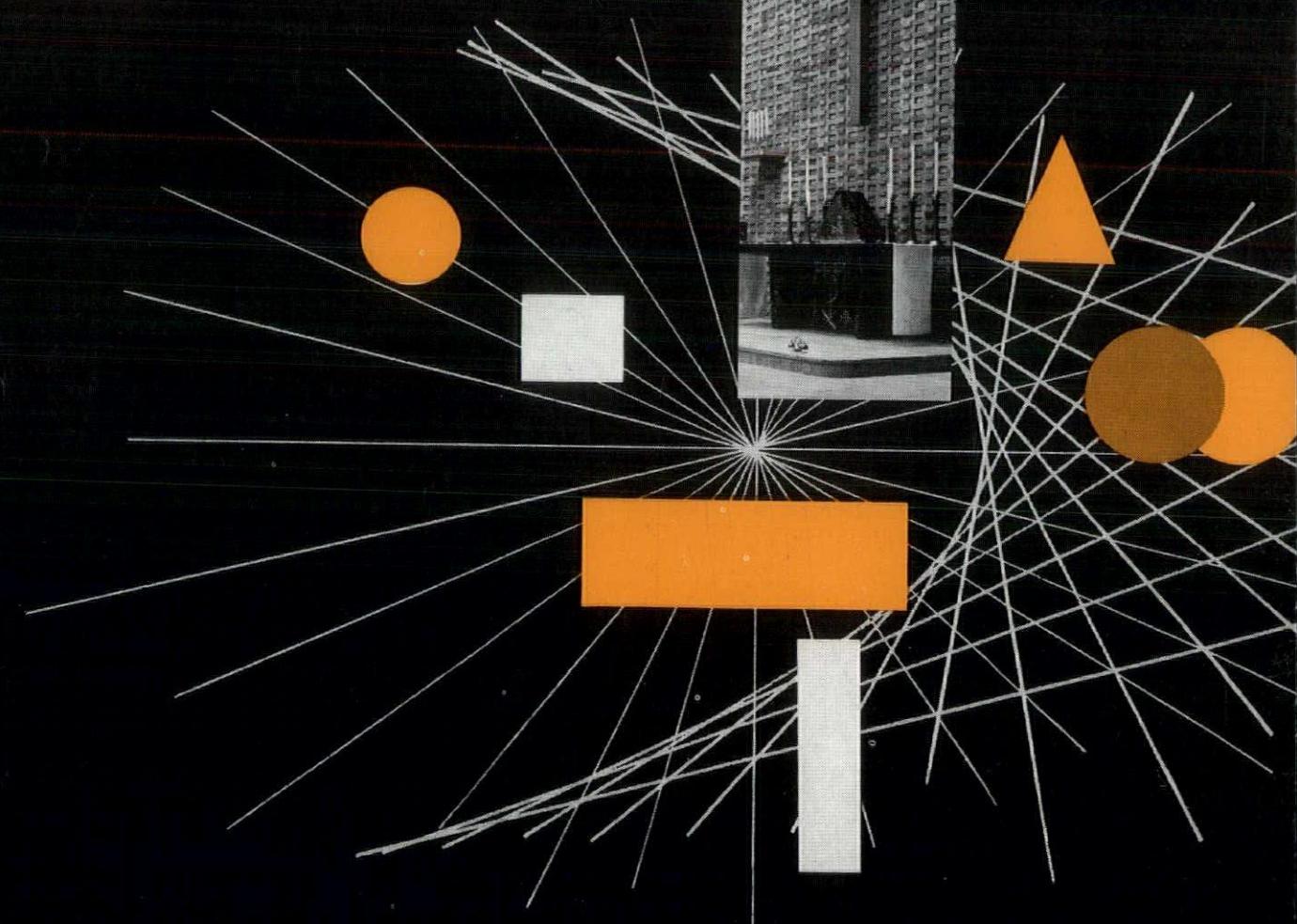
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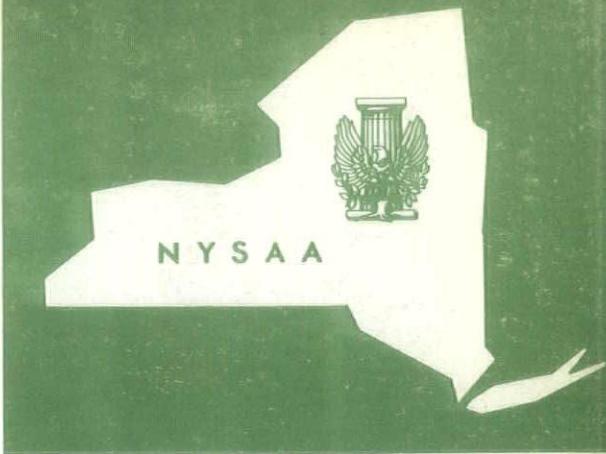
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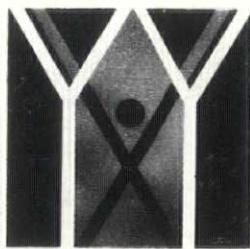
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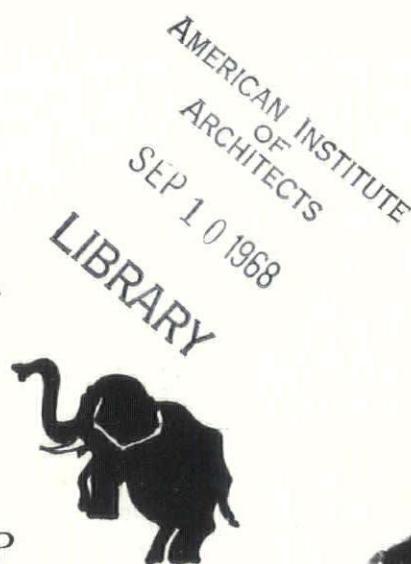
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JULY / AUGUST, 1968

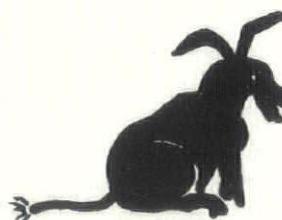
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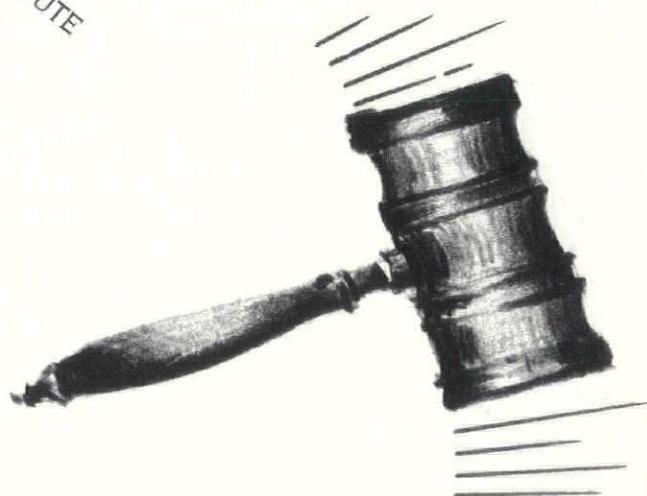
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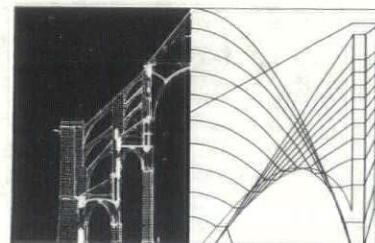
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DEM



N Y S A A



draft dodger

STEEL VENT

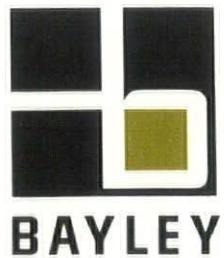
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N Y S A A

EMPIRE STATE ARCHITECT

OFFICIAL PUBLICATION OF
THE NEW YORK STATE ASSOCIATION OF ARCHITECTS
STATE ORGANIZATION OF THE AMERICAN INSTITUTE OF ARCHITECTS

VOLUME XXVIII

NUMBER 4

OFFICIAL PUBLICATION OF THE
NEW YORK STATE ASSOCIATION
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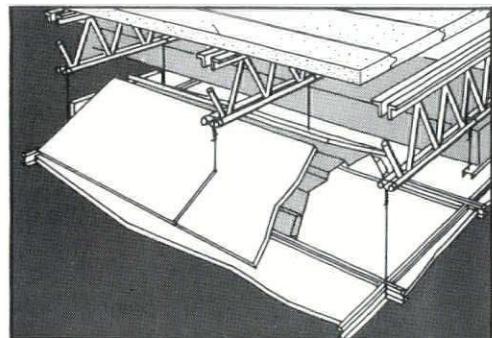
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CONVENTION

New! Low-cost, 2-hour fire-rated roof deck ceiling assembly with USG® Precast Metal Edge Gypsum Plank

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**Long Span
Recessed Lighting
Built-in Acoustics
Textured Ceiling**

ROBERTSON STEEL ROOF DECKS

H. H. Robertson Company



Two Gateway Center, Pittsburgh, Pennsylvania 15222

One of the newest uses of one of the oldest building materials is the sandwich panel, made by bonding a thin slab of marble to an insulating core and adding a hard-board backing. Such a panel is only half the weight of a 2" slab of marble but has four times the insulating value. The example shown here is the Livonia National Bank, Livonia, Michigan, one of six banks in a chain using the same construction technique. Vermont Pearl Danby

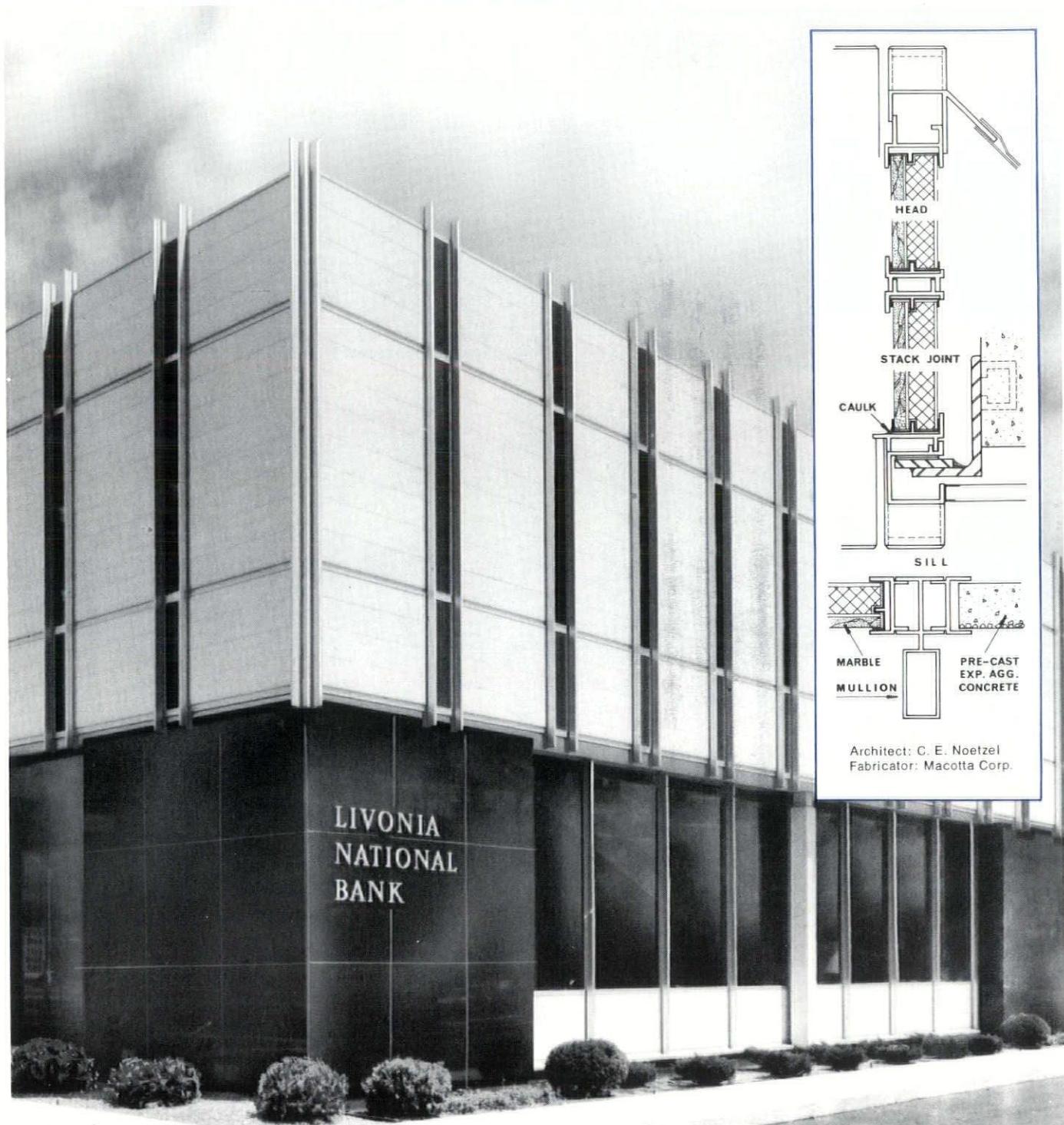
Marble was chosen for this particular project, but any other exterior Vermont marble could have been used.

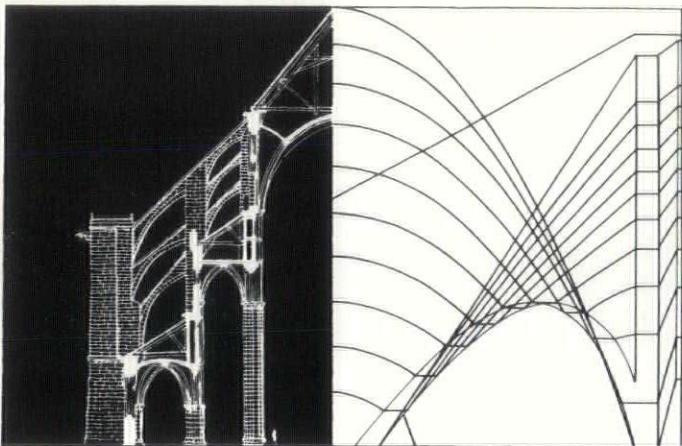
For further information on marble and its use in contemporary construction, contact your Vermarco representative or write to the Vermont Marble Company, Proctor, Vermont 05765, Dept. A-8.

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New York State Association of Architects Convention 1968

White Face Inn, Lake Placid, New York October 9th through October 13th.

Roger Spross - President

Joseph F. Addonizio - Executive Director

Robert W. Crozier - Convention Chairman

Harry Soled - President Host Chapter (Brooklyn Chapter A.I.A.)

"Architecture-Emerging Techniques"

June 7, 1968

Mr. Joseph F. Addonizio
Executive Director
New York State Association of Architects
441 Lexington Avenue
New York, New York

Dear Joe:

The following is a suggested paragraph for the next issue of the NYSAA News Letter with reference to the convention:

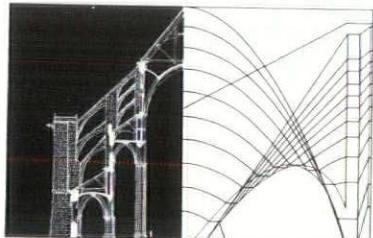
"The program for the annual convention at The White Face Inn, Lake Placid, N. Y. (Oct. 9-13, 1968) is set as to format and is shaping up as an interesting and timely one. This year there will be three seminars on subjects of direct and immediate interest to the profession. They are "Construction Management and the Architect", "The Computer and the Architect" (for the large and small office) and "The Future of the Architectural Profession". The panelists as well as the principal speakers are outstanding people from within and outside the profession. In addition to this, and the regular business meetings, there will be ample opportunities for fun and relaxation being planned by the Brooklyn Host Chapter. A golf tournament will be held on Friday afternoon (Oct. 11) including other competitive events. Suggest you mark the convention dates on your calendar now — preliminary to receiving the detailed program later. The NYSAA Convention Committee says, 'You'll find this year's convention to be one that will meet the varied interests of all'."

E. M. Fuller
Vice President and
Manager for Architectural Services

NEW YORK STATE
ANNUAL
WHITE FACE IN
OCTOBER 9

Theme: "Architecture"

PROPOSED



WED. OCT. 9

A.M.

—Open—

P.M.

Registration

Educational
Exhibits Open

Host Chapter
Cocktail Party
6:30 P.M.

8:00 P.M.—Dinner

9:00 P.M. — Regional Council
Meeting

THURS. OCT. 10

A.M.

Registration

Seminar:

"Construction Management
and the Architect"

Educational Exhibits Open

Luncheon — Exhibit Area
(Architects & Male Guests)
(prize drawings)

Ladies Luncheon

P.M.

Business Meeting
Educational Exhibits
Opens

Cocktail Reception
Exhibit Area 6:30

5:00—Closing of
Delegate Registration

8:00 Dinner (Speaker)
10:00—Dancing

ASSOCIATION OF ARCHITECTS CONVENTION ON LAKE PLACID, N.Y. 3, 1968

"Emerging Techniques"

PROGRAM

DAY, OCT. 11

M.
Registration
Balloting
9:00 A.M. — 4:00 P.M.)

Seminar:
"The Computer and the Architect"
Small & large office)

Educational Exhibits Open

Golfers Lunch
11:30 A.M.)

Luncheon

Annual Golf Tournament
12:00)

N.
Tours, etc.

A.I.A. Film Festival

5:30 Hospitality Suites

8:00 Dinner
(Awards)
Speaker)

0:00 Fun Nite Dancing

SATURDAY, OCT. 12

A.M.
Seminar:
"The Future of the Architectural
Profession"
Educational Exhibits Open
(prize drawings)

Luncheon
Installation of Officers

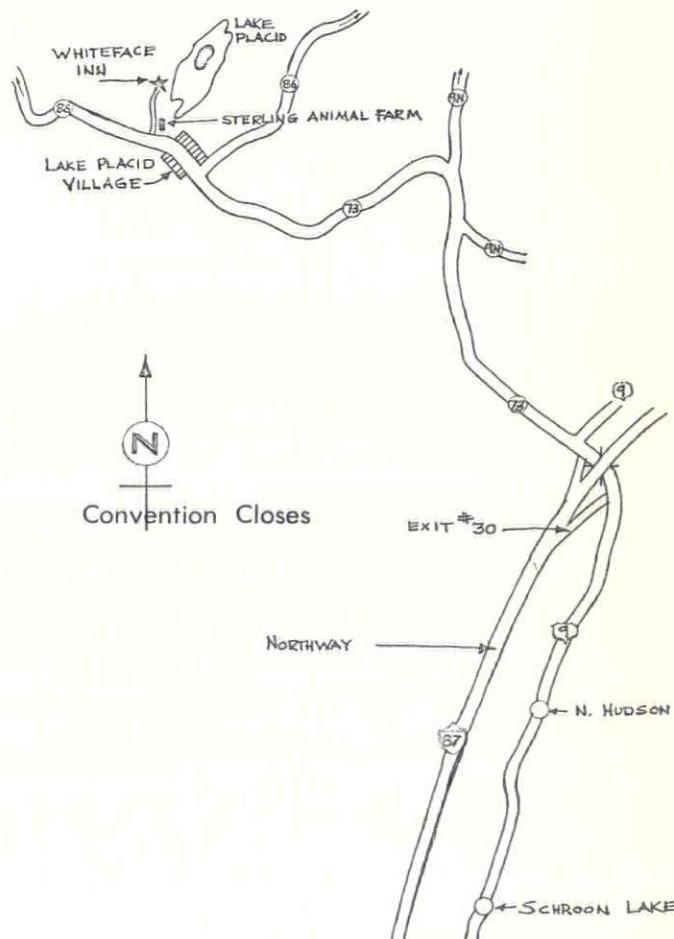
Golf Awards
Roger G. Sross. Speaker

P.M.

Business Meeting
6:00 President's Cocktail
Reception
8:00 Banquet
(Black tie preferred)
(Speaker)
10:00 Dancing

SUNDAY, OCT. 13

A.M.
Board of Directors Meeting
Dismantle Exhibits



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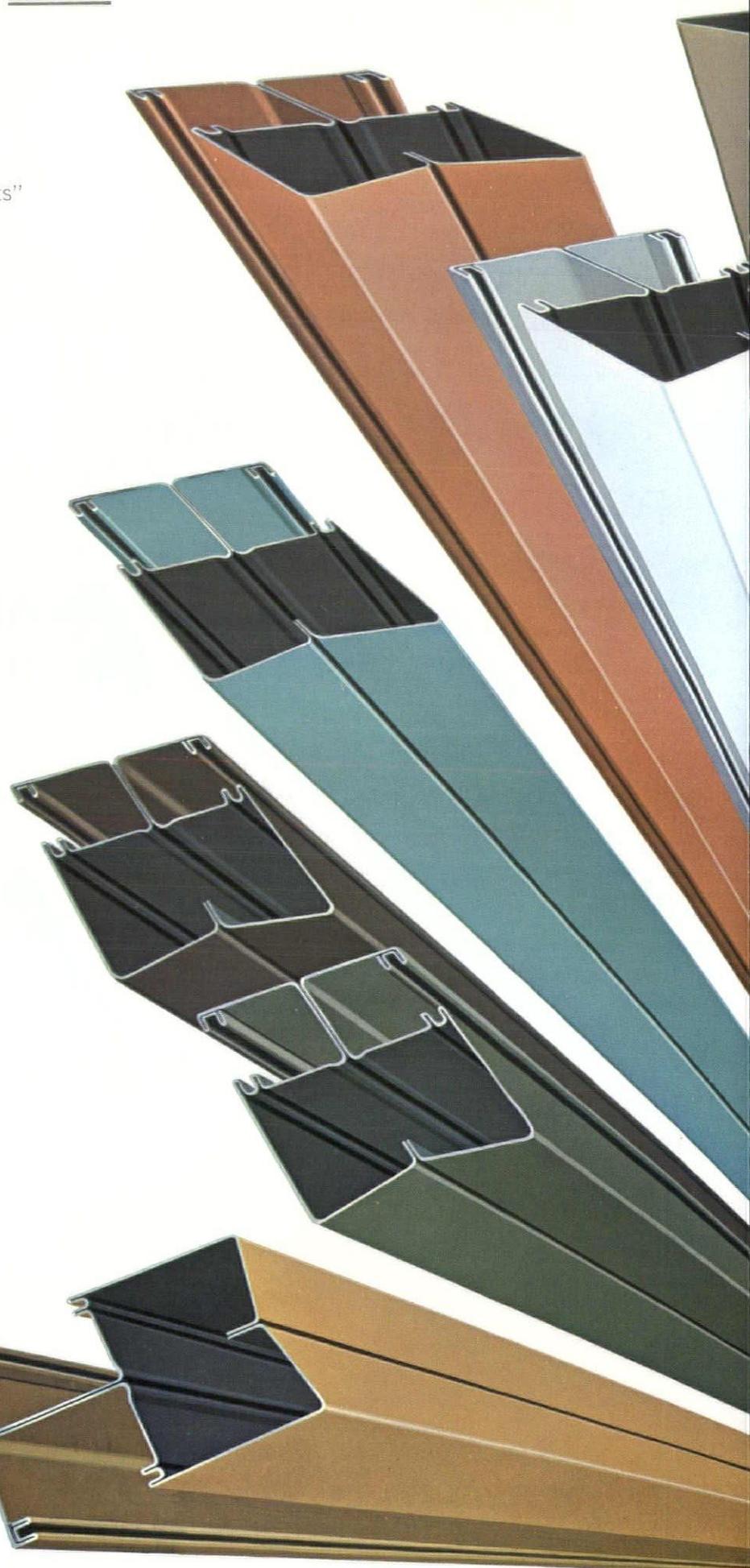
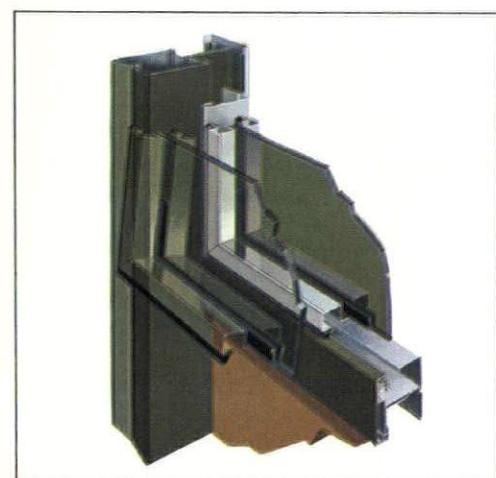
Then came USS **ULTIMET** Framing in **COR-TEN** high-strength low-alloy steel, the steel that "paints" itself with a handsome russet-colored oxide skin that virtually eliminates maintenance necessitated by corrosion.

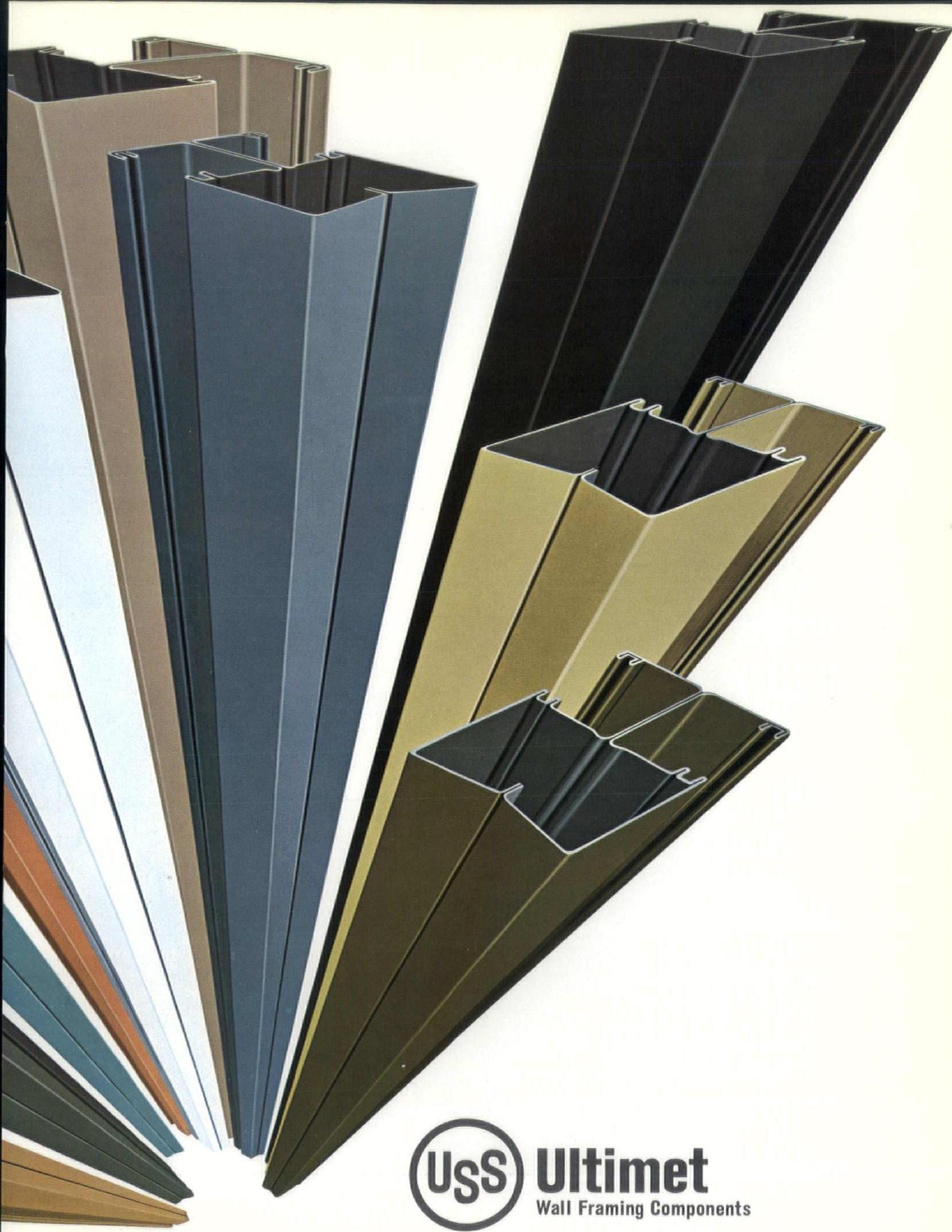
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Functionally, PPG environmental control glass can reduce air conditioning and heating loads to a considerable degree.

Certain of the glasses reduce solar heat gain and brightness. Others insulate against cold. Some do both. So they lower cooling and heating capacity requirements as well as operating costs.

All contribute to comfort. Beautiful.

For full information, see your PPG Architectural Representative or write PPG INDUSTRIES, Inc., One Gateway Center, Pittsburgh, Pennsylvania 15222.



EDITORIALS

by Gordon Conklin

PEOPLE FOR SALE

A woman slips on her neighbor's steps, falls . . . and sues for \$50,000.

A teenager being pursued by police for speeding wraps himself and his car around a tree at one hundred miles per hour . . . his parents sue the village for \$100,000.

A boy drowns in a city pool after diving in the deep end, even though his doctor had warned him about a heart condition that made swimming dangerous . . . another \$100,000 lawsuit is underway against the city. Or rather underway against neighbors who live up and down the streets, for the city government creates no wealth, but merely uses that created by the taxpayers who support it.

Amidst the rising tide of such lawsuits are we aware of the fact that insurance companies do not create wealth either? Or have we reached the point where we are eager to reach into the pockets of our neighbors and force them to pay us for our misfortunes, whether or not negligence is involved? Make no mistake, all of us pay . . . in the obvious way through higher insurance rates and added taxes, and in the less obvious fact that 4-H leaders, scout leaders, teachers, and other community-minded folks are reluctant to accept responsibility for situations where they might find themselves in court because someone was injured.

When you next serve on a jury, do some hard thinking before allowing indiscriminate cashing in on some circumstances beyond anyone's control.

All of which reminds me of the Scotsman who drank a hot toddy with his employer on a special occasion. Feeling an unusual burst of generosity, the employer gave Angus another belt of warmed-up lighting in a flask to take home with him. Angus held the flask and its precious contents under the belt of his kilts to help keep it warm, and started for home.

Somehow, though, the heather dew he had already consumed (plus the darkness) teamed up to confuse Angus; he suddenly found himself at the bottom of a steep bank, with the sensation of something warm stealing down his leg.

"Oh Lord," he said fervently, "I hope its blood!"

It seems as though the hope for blood has become a widespread wish.

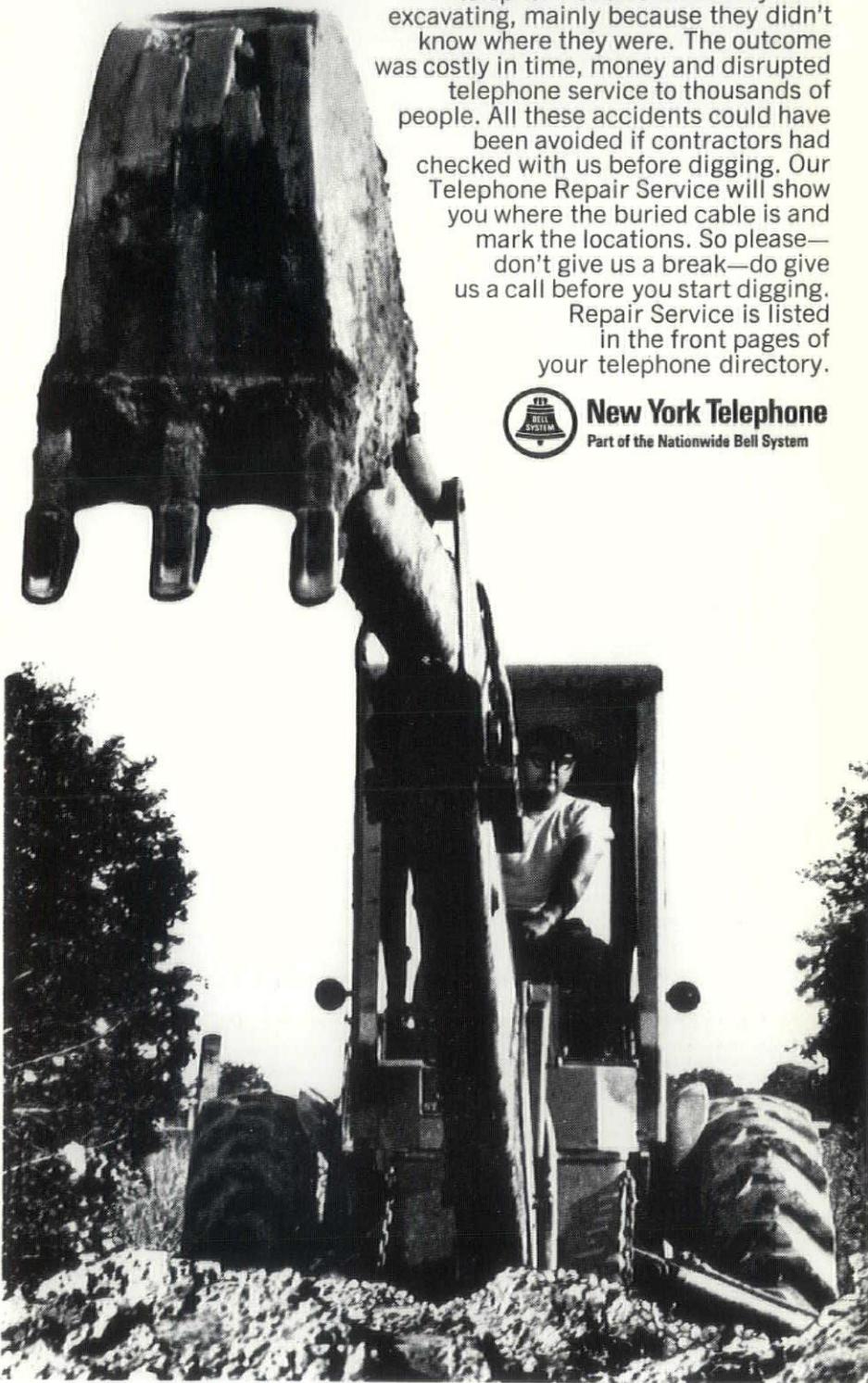
Please don't give us a break

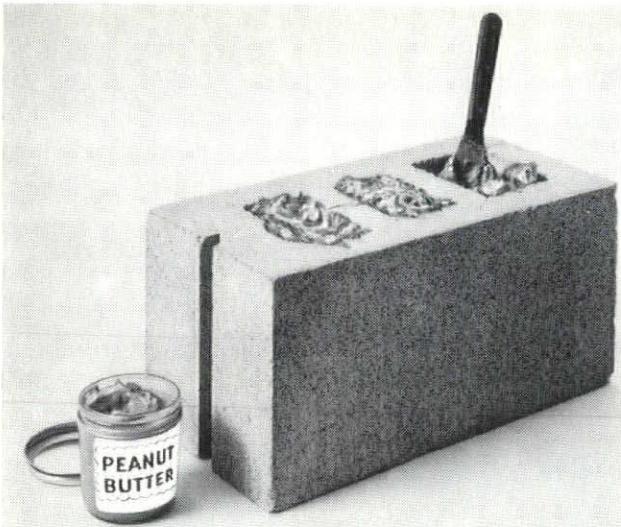
Last year, too many contractors did. To be exact, they broke some 4,500 telephone cables while they were excavating, mainly because they didn't know where they were. The outcome was costly in time, money and disrupted telephone service to thousands of people. All these accidents could have been avoided if contractors had checked with us before digging. Our Telephone Repair Service will show you where the buried cable is and mark the locations. So please—don't give us a break—do give us a call before you start digging. Repair Service is listed in the front pages of your telephone directory.



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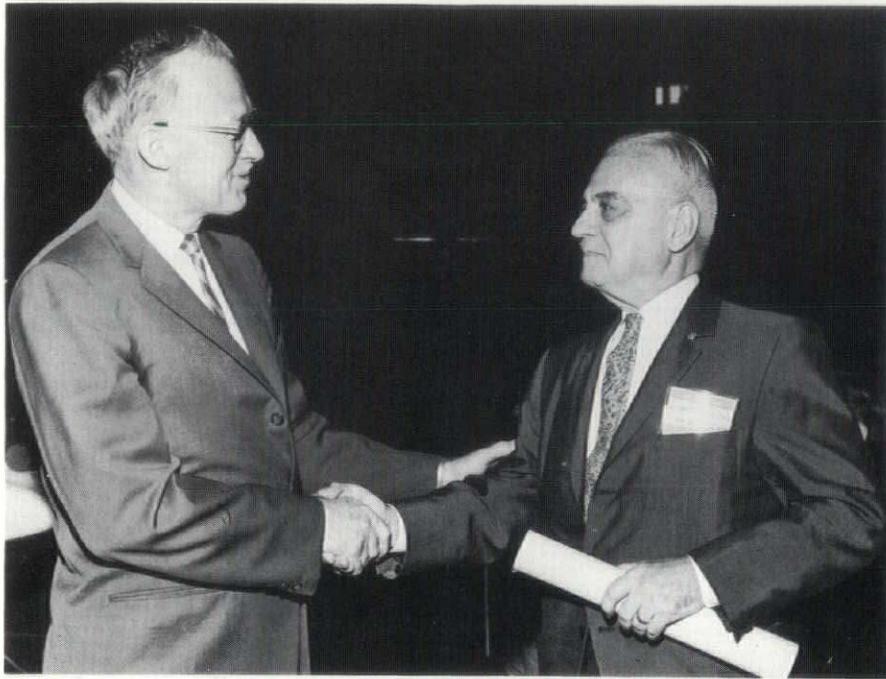
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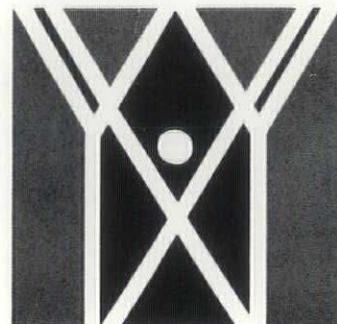
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Robert L. Durham, F.A.I.A., Seattle Chapter, AIA, President, The American Institute of Architects, presenting the 1968 Edward C. Kemper Award to, E. James Gambaro, F.A.I.A., Brooklyn Chapter, AIA.

Portland ■ June 23-26



Honolulu ■ June 28-29



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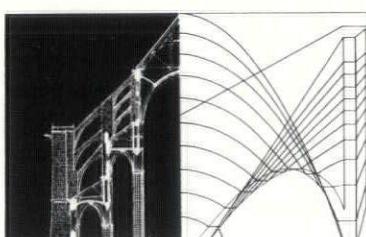
on

E. JAMES GAMBARO, FAIA

for his significant contributions
to the Institute and the architectural profession.

A member of the Institute for 43 years,
he has served the profession as
vice president for three terms and president for two terms
of the Brooklyn Chapter, AIA; as an officer in the New York State
Association of Architects, the Beaux-Arts Institute of Design,
and the Fine Arts Federation of New York; and as a member
and chairman of many national committees
of the Institute.

He has been a Fellow of the Institute for 25 years, and
throughout a long, productive and distinguished career has
devoted himself insistently to the
betterment of the profession.



Robert L. Durham
President

Lee C. Weller
Secretary

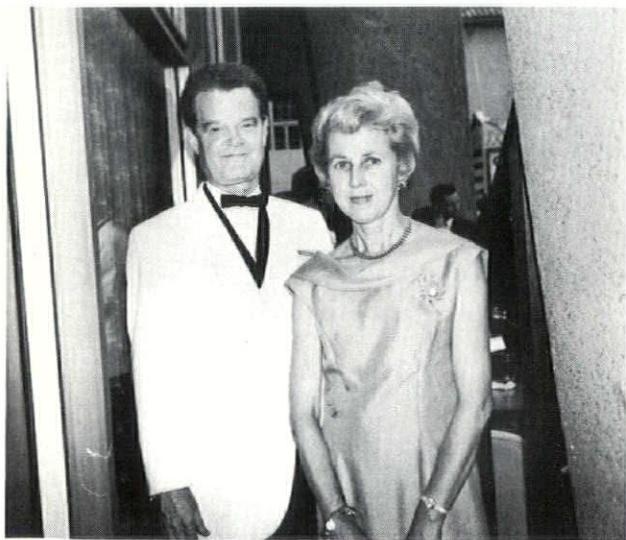
June 25, 1968



Newly Elected Fellow Milton Milstein, F.A.I.A., Buffalo-Western N. Y. Chapter, A.I.A. and Mrs. Milstein.

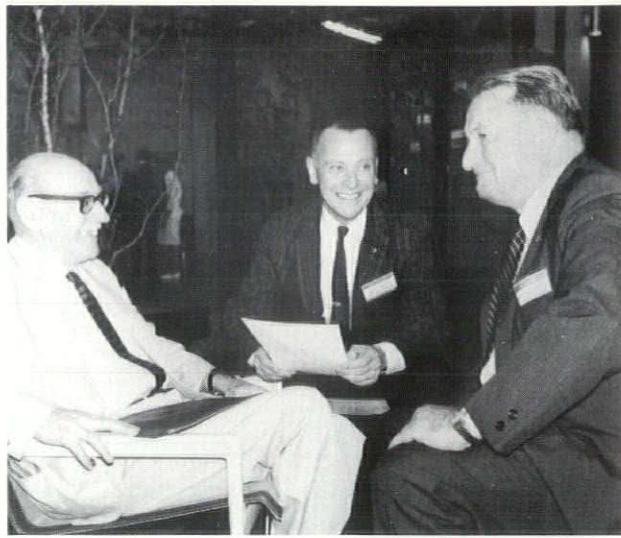


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Newly Elected Fellow, David F. M. Todd, F.A.I.A., Vice-President (President Designate 1969) N.Y. Chapter, A.I.A., Mrs. Todd.

PORTLAND JUNE 23-26 HONOLULU JUNE 28-29



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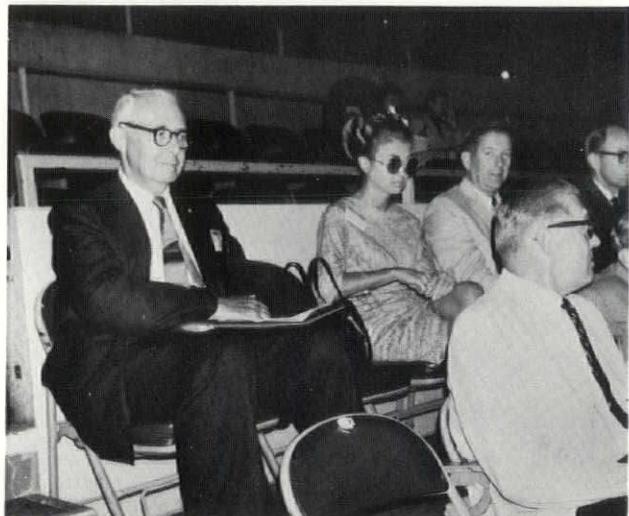
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Francis Keally, FAIA, Past Pres., N.Y. Chapter, AIA.



Newly Elected Fellow, James G. Van Derpool, FAIA, New York Chapter, AIA.



Portion of the New York Delegation.

PORTLAND JUNE 23-26 HONOLULU JUNE 28-29



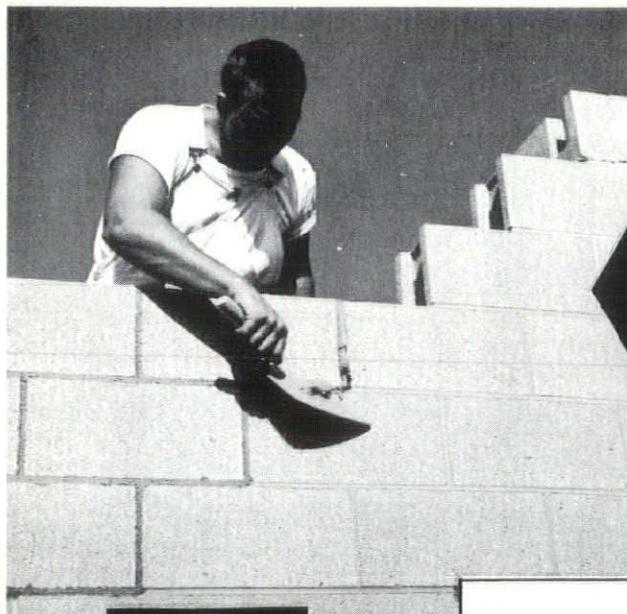
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Mrs. Howard B. Cain.
His Brother, Newly Elected Fellow, Walker O. Cain, F.A.I.A., New York Chapter, AIA.



W. Newell Reynolds, Buffalo-Western N. Y. Chapter, AIA
Mrs. Reynolds.
Mrs. E. James Gambaro, New York City.
Donald W. Edmundson, V.I.P. Committee, Portland (Host) Chapter, AIA.



Mrs. Margot A. Henkel, Executive Sec.-Treas., N.Y. Chapter, AIA.
Cecylia B. Rother, Executive Sec., National Inst. for Archt. Education.



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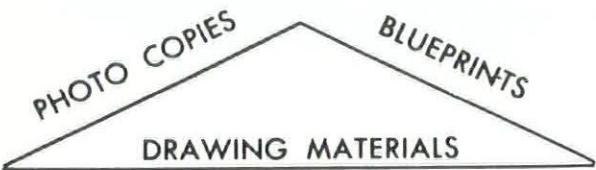
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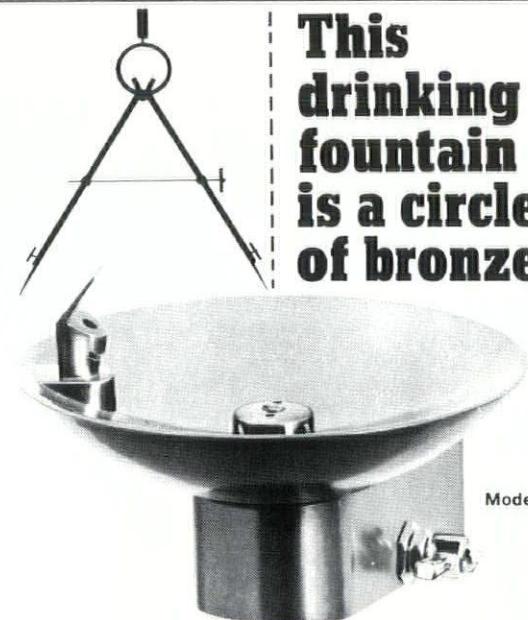
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